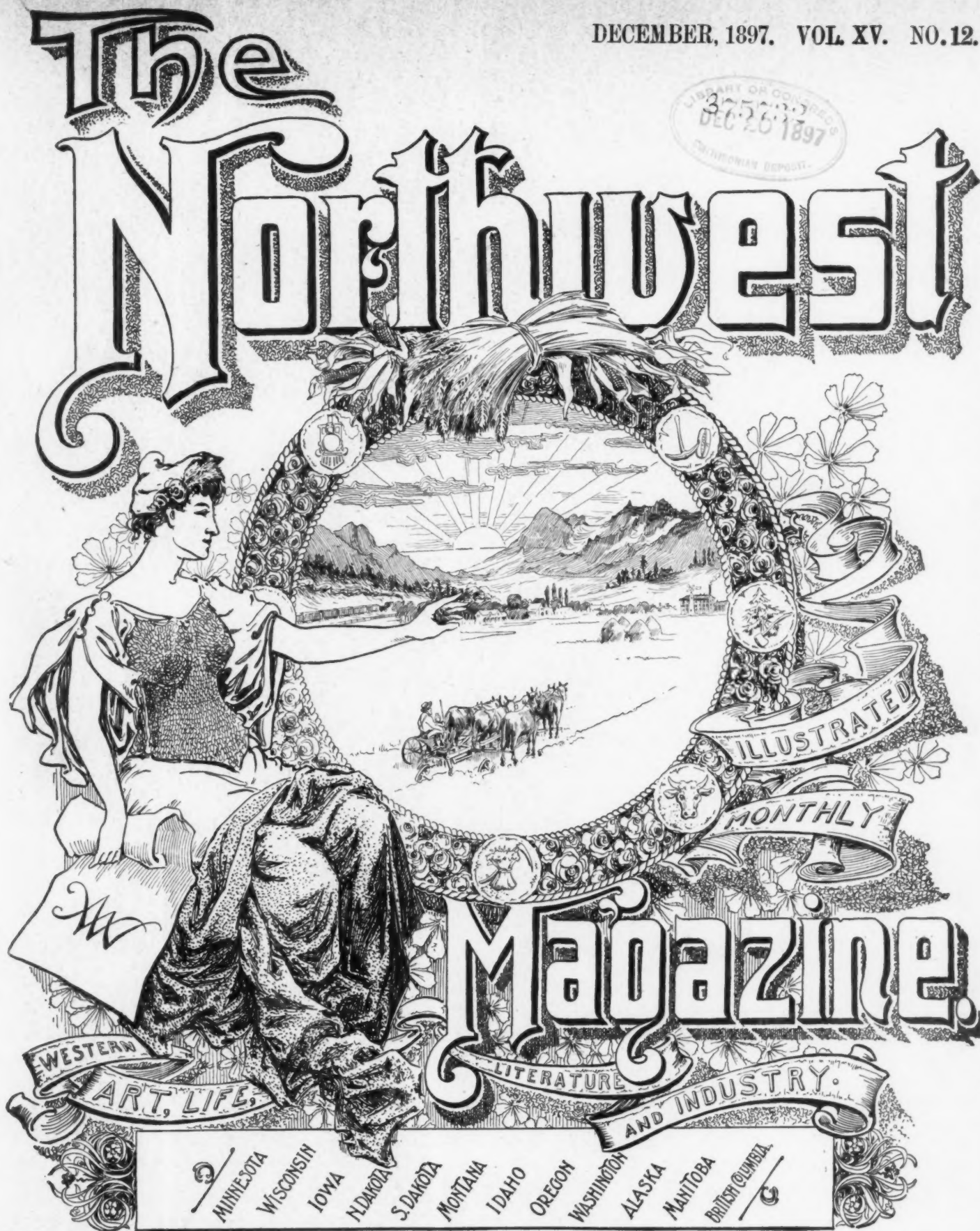


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In this issue: **A Progressive Race of Indians.**
"Cinda."
Minneapolis—The Flour City of Minnesota as it is Today.
Off the Trail; or. A Christmas Eve Blizzard.

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VINELAND

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THE NORTHWEST

Illustrated Monthly Magazine

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A PROGRESSIVE RACE OF INDIANS.

By John A. Hanson, illustrated from photographs by the author.

One of the most picturesque regions in the Pacific Coast States is the Nez Perce Indian Reservation in Northwestern Idaho. Comprising nearly 800,000 acres of the most fertile lands, it was viewed by covetous eyes long before any portion of it was finally thrown open to settlement by the ever aggressive whites. This great body of land is bounded on the northwest by the famous Palouse and Potlatch countries in Latah County, and on the southwest by the beautiful Camas Prairie of Idaho County. It is traversed by the Clearwater River. Until November 18, 1895, this vast domain was the exclusive abiding place of the Nez Perce Indians. At that time, however, the Government entered into a treaty with the Indians, and the reservation was formally opened to the advent of settlers.

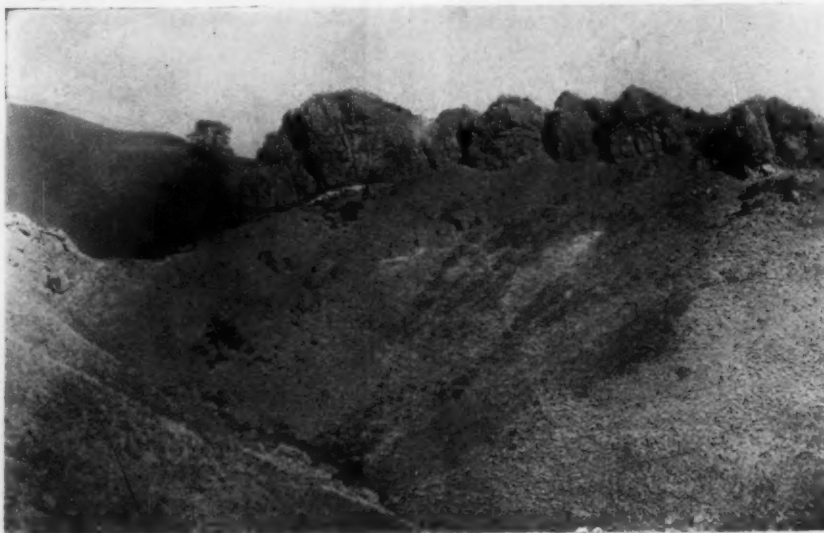
Much has been written of the Nez Perce Reservation and its wealth of resources, but very little has been said respecting the recent treaty and the Nez Perce Indians—who, up to 1895, maintained a proud and undisputed sway over the whole of this immense territory. These Indians have their past, their present, and their future. Their past is history, their present is characterized by progress, their future awaits fulfillment. In these days of shortage in desirable Government lands, there is a constant thirst for acquisition on the part of those who wish to obtain farms, ranges and ranches at the smallest possible outlay, and it is not always that the dispossessed aborigines receive that modicum of attention which is their due. It may be that there is too great willingness in some quarters to look upon all our Indian wards as undesirable and entirely useless encumbrances—people that are not susceptible to civilizing influences and from whom no progress can be expected. While this is doubtless true of a certain percentage of Indians, it is hoped that these lines will convince the reader that it is not true of all of them. Civilization is a broad term—a term that applies, but which ought not to apply, to a host of white people whose ignorance, depravity and degradation raises them but little above the level of savages. Compared with such people, almost any Indian is respectable and very many are every way superior.

When the United States Government entered into treaty with the Nez Perces for their sur-

plus lands, the latter were to receive for the same \$1,666,622, of which sum \$666,622 were payable Aug. 1, 1895. The million dollars remaining were to be paid in eight semi-annual installments, with interest at the rate of five per cent per annum, payable annually on the first of January. The Indians were also to receive two portable saw-mills and 60,000 acres of timber-land. Each Indian adult was to have eighty acres of land, and each minor under seventeen years of age was allotted forty acres upon any section of the reservation which the Indians saw fit to select. These allotments will be under the control of the Government for a period of twenty-five years, during which time the Indians cannot dispose of any part of them. They are, however, privileged to make yearly leases of their lands, these leases to be signed and approved by the Indian agent at Lapwai. The principal towns on the reservation are Lapwai, Kamiah, and Stuart. Stuart is situated at the junction of the South Fork and the Middle Fork of the Clearwater River, six miles

above Kamiah and at the head of navigation. It is the only town on the Clearwater that is built on Government land above Lewiston. Lapwai Agency and Kamiah are founded on Indian allotments. It will thus be seen that the treaty dealt fairly by the Indians and placed them in position to improve their conditions to any desired extent. It remains for us to see how they have availed themselves of these advantages.

In speaking of the Nez Perces, no doubt the minds of many readers will at once revert to the Nez Perces Indian War of 1877, at which time Chief Joseph claimed the attention of the whole country. He commanded the Indians at the terrible battle of White Bird, June 17, 1877. The Government forces, under Colonel Perry, suffered a loss of thirty-six killed. Another fierce battle was fought on the Clearwater, about ten miles above Kamiah, between Gen. O. O. Howard and the Nez Perces. This was on June 11, 1877. According to General Howard, thirteen United States soldiers and twenty-three Indians lost their lives in this action. These were the principal battles of the "Nez Perces War," both battlefields being illustrated in this number of THE NORTHWEST MAGAZINE. The Nez Perces began the war by making at-



THE BATTLE-FIELD OF WHITE BIRD, ON SALMON RIVER, IDAHO.

This engagement was fought between the Nez Perces and the United States forces under Colonel Perry on July 17, 1877. The Indians had taken position behind the natural rock fortifications shown in the illustration, and in attempting to dislodge them, thirty-six U. S. regulars lost their lives.



TOM GOULD, IN NEZ PERCE WAR COSTUME.



TOO-LAH, A NEZ PERCE SQUAW.



ANDREW WHITMAN, NEZ PERCE INTERPRETER.

The first picture shows one of the costliest Nez Perce war costumes extant. The headgear, made of horns, weasel fur and bells, is very rare. Only a few of these ancient relics are now owned by the tribe.—Too-Lah is the noble squaw who killed two horses in her wonderful ride to warn the whites during the Nez Perces war. She is still living.—Whitman is a graduate of the Salem, Ore., Indian School.

tacks on solitary and blameless men along the Salmon River, at all other times the scene of peace and prosperity. That entire Northern Idaho region was pillaged and terror-stricken, the Indians achieving, in a brief while, a reputation for swiftness of execution and general military capacity that clings to them to this day.

But it is of the Nez Perces of today that I wish particularly to speak. They are a very interesting people. Although many of them—including a large number of their chiefs, too, took no part in the war, but were, on the contrary, friendly and loyal to the Government, it can be said of these Indians that they are all friendly, honest and hospitable now. Great changes have taken place. And, so long as justice prevails and these wards of the Government are treated well and honestly, so long may they be expected to continue in the line of progress and to grow more and more estranged from their past. For it should never be forgotten that Indian human nature is on a level with human nature everywhere—appreciative of right and resentful of wrong.

Nearly all the Nez Perces have been con-

verted to Christianity. For this great work the deepest reverence and credit are due to the early missionaries at Lapwai—to the illustrious pioneer, Dr. Marcus Whitman, to Rev. H. H. Spaulding and his wife, to the native Indian educators—Archie and James Lawyer, and to others who planted the Mission at Lapwai in 1836. It was through the influence of these noble workers that the first type and printing-press on the Pacific Coast were shipped to, and put in operation at, the Lapwai Mission in 1839. These equipments were donated by missionaries in the Sandwich Islands. Thus the Nez Perce Agency enjoys the distinction of being the first place west of the Rocky Mountains and north of Mexico to turn out printed literature—all in the Nez Perce language. I had the pleasure, not long since, while visiting Indian friends at Kamiah, of examining two bound copies of the earliest edition of books printed at the Agency. They were translations of the books of Matthew and John, and they were printed for use in the Mission schools. It may be interesting to note that the longest word in these books, in the Nez Perce language, contains twenty-nine letters.

Among the missionaries of late years, to whom we are especially indebted for the rapid progress made in civilizing the younger generation of Indians, must be mentioned Miss S. L. McBeth, of the Mt. Idaho Presbyterian Mission. She died about three years ago, and her tomb lies among the people of her choice, near the First Presbyterian church at Kamiah. It is due largely to her efforts that there are now five Presbyterian churches on the reservation, in all of which services are conducted in the Nez Perce language by native Indians—duly ordained Presbyterian ministers. These churches are always well filled on Sundays. They have a seating capacity of about 200 each, an aisle running through the center of the house. The men and youths sit on the left of the aisle, the women and young maidens going to the right. I do not hesitate to say that these Indians are more sincere in their religious beliefs than any other religious body of men and women I have ever met with. They never transact business on Sundays, nor will they have anything to do during the week with anyone—white or Indian, who violates the Sabbath.



NORTHERN BLACK EAGLE.



JESSIE SPOTTED EAGLE AND A CROW FRIEND.



SOLOMON BOWERS.

It is said that Northern Black Eagle is a true type of the noble red men found on the reservation.—Chief Spotted Eagle, on the right of the double picture, is with a Crow Indian chief, and both are in Crow Indian war-dress.—The last illustration shows the every-day fancy dress of the Nez Perces.



MRS. TOM GOULD.

Mrs. Gould, a graduate of the Salem Indian School, is a teacher of vocal and instrumental music. She is a daughter of Chief Felix Corbett, and is a skilled pianist and organist.—The second illustration on this page shows the scene of the battle of Clearwater, fought between General Howard and the Nez Perces July 11, 1877. The rocks in the foreground are old Indian fortifications, and the Indians were stationed in the canyon seen in the rear and on the breaks of the river.



THE CLEARWATER BATTLE-GROUND.

A marked peculiarity of these Indians is their great hospitality. They love to give. Selfishness seems entirely foreign to their generous natures. In one of their churches at Kamiah, last Christmas eve, about one hundred and seventy-five Indians loaded their Christmas-tree with presents worth hundreds of dollars. After the services, the congregation was invited to the home of one of the chiefs and treated to a supper, already prepared, which cost the old chief two hundred dollars. They are very fond of festivities, and from time to time they congregate in large numbers at various places on the reservation. Some time since I was asked by several of the chiefs to attend one of their feasts on the banks of the Clearwater River, near Stuart. I went, of course. There must have been four hundred Indians present, from all parts of the reserve. The table, about 400 feet long, was spread on the ground and burdened with nearly everything that the combined skill of the Indian and American caterers could devise. This large gathering was characterized by perfect order

and decorum. Many of the chiefs made friendly speeches. The aged chief, James Lawyer, in elegant oratory addressed the young men and pleaded with them to shun the ways of their fathers and to follow peaceful pursuits.

The first record we have of the Nez Perce Indians is that afforded by the old Lewis and Clarke expedition in 1805. In speaking of these Indians the explorers used the following language: "They are in person stout, portly, well-looking men. The women are small, have good features, and are generally handsome. In dress they are fond of displaying their ornaments—their fur robes, decorated with beads, sea-shells—chiefly mother of pearl. Their hair, which falls to the front in two queues, is decorated with feathers." Such is the description of nearly a century ago, a description which in many respects holds true today. A look at the portraits presented in this magazine—portraits of Nez Perce chiefs, warriors, and women, will convince the most casual observer that, while these Indians are making steady progress in the ways of civilization, they still cling to

many of the fashions which distinguished them a hundred years back. Perhaps these native traits render them all the more interesting; for one cannot help comparing their picturesque costumes, relics of a war-stained past, with the new light and intelligence which shine from every lineament under the progressive tutelage of their civilizing present.

Whatever one thinks of them, it must be admitted that they have shown capacity for growth in many surprising ways. Not a few are well educated. Among them are many noble men and women, noble in deed as well as in thought. Their future is largely in their own hands, but they will always welcome honest aid and encouragement from any source. There is no reason for believing that the ravages of time will soon cause them to fade away; on the contrary, there are good grounds for thinking that a newer and more healthful life is now entered upon, and that these Idaho Indians will grow in numbers as surely as they are destined to grow in all the graces of the Christian religion and the arts of peace.



CHIEF JESSE SPOTTED EAGLE.



JESSE JAMES, SON OF CHIEF HEARTH.



AN EDUCATED NEZ PERCE GIRL.

Spotted Eagle is noted throughout the Northwest for his great hospitality. The author calls him a "true Indian gentleman."—In Jesse James, the son of Chief Jesse Hearth, and one of the best educated of the Nez Perces, is illustrated the hope which lies in the future.—The last portrait is of a Nez Perce Indian girl, a graduate of the Carlisle Indian School in Pennsylvania, after five years of study. She, also, illustrates the power of civilizing influences and Christian culture.

STORIES TOLD IN POETIC VEIN.

IN DAKOTA.

My low shack-cabin rises, like bark upon the main,
Out on the sunny prairie in wide Dakota's plain.
When from it I have wandered, with plodding steps
returned,
To reach the lowly dwelling with earnest wish I've
yearned.
The door gave some mute welcome, the latch-touch
grateful felt;
With thankfulness and blessing within its room I've
knelt.
And there, when twilight deepens and darkens into
night,
Within, the firelight, glowing, to musing lends delight.
By fancy peopled sometimes, my solitude is blessed
With forms of loved ones cherished, who share its toil
and rest.
Save field-mice gray, and squirrels, few visitors are
mine;
Rare shades a friend my threshold in human form
divine.
Without, the plain is matchless in dawn's first blush
and gray,
In midday's white and azure, when fades the golden day.
The vernal fields of grasses a tranquil wave sweeps o'er,
While myriad flowers bend lightly the changeful
winds before.



W. B. MOER.

*"My low shack-cabin rises, like bark upon the main,
Out on the sunny prairie in wide Dakota's plain."*

The strange mirage's mirror gleams in its distant
view,—
Through fringes of dark rushes looks out the water's
blue.
I watch the cloud-bound prairies as sailors watch the
seas.
O'er region without confine, paint skies my galleries.
Upon the far horizon now droops the lid of day;
Above, the shaded emerald skies grow pale and fade
away.
Oft nature's mien seems tender within this quiet
realm,
She bids the heart be firmer to trust the mighty Helm.
There, pictured, things supernal, where vaults the
azure dome;
There reads to earth-bound yearners a promise sweet
of home.
Ho, mariner rejoicing! sing of the ocean main—
My joys, serene and dearer, abide Dakota's plain!
Duluth, Minn.

W. B. MOER.

NOW AND THEN.

The skies are just as beautiful
As any skies that flew
Their clouds of vap'rous, airy vanes
Before the breeze that blew
Across the early wastes, ere one
Was there to praise or look upon.

The grass is now as green; the leaves
Now rustle just as soft
To every vagrant air, as when
The bright new sun, aloft,
First gilded all the woodlands fair,
Fresh from God's kindly touch and care.

Each year, from Nature's changing charms
Our thoughts have farther flown;—
We say that through eroding harms
The world has older grown.
She grows not old; 'tis we that grow
Away from what we used to know.
'Tis still the childhood of the world.
Her seasons—'tis a whim:
Be Autumn's gala flags unfurled,
Or Spring's blue eyes be dim,
She grows not old; 'tis we that grow
Away from what we used to know.

Ft Smith, Ark.

L. A. OSBORNE.

THE SONG OF THE PRAIRIE WINDS.

"I come in the days of the autumn drear,
And in winter's pitiless pain;
No mission have I of hope or cheer,
For I bring you the sobbing rain.
I sweep the plains with my columns white—
I, the rain-bearing East Wind, in bitter might.

"Across the river, in stately tread,
I drive the feet of the rain,
While a chill creeps up o'er the Western bluffs,
And spreads through the stretching plain;
And I trample the purple asters down,
By the furrowed fields, all in sodden brown."

"Ho! I am the wind, the Northern Wind,
On a dreary December day;
I have darkened the sky with leaden clouds,
And shut the sunlight away;
And I howl and rage in my strength and might,
As I lash the snow in a driving flight.

"In shivering bunches the horses stand,
And the cattle, with heads bent low.
Creep round on the haystack's leeward side,
When the stinging ice I throw.
And men, in terror complaining, say,
'Beware! for a blizzard's abroad today.'

"I flap the cloak, and I snatch the breath
Of him who would journeys go;
And I wrap him round with an icy breath,
And I heap above him the snow.
Then I shriek as I sweep, in unbroken flight,
To meet, from the East, the oncoming night."

"Oh! languid and slow, and soft and low,
But the breath of the June am I,
Only the quivering poplars know
When the soft South Wind drifts by.
Dreaming and low, languid and slow,
Where the roses sleep I go, I go!

"Swaying the fields of golden grain
Away to the blue sky-line—
Across the odorous clover meads,
All pink in the warm sunshine.
With rhythmic measure I sway and swing,
And in murmurous whispers sing, and sing.

"I tilt the blades of the tassled corn,
I ripple the grasses deep,
I brush back the mists from the face of morn,
And a tryst with the rose I keep;
All the wild-flower censurers I sway and swing,
As, low and languid, I drift and sing."

MAUDE MEREDITH.

Dubuque, Iowa.

THE PAST.

A thousand dreams to earth have come and gone;
A thousand forms, by fear or fancy drawn,
Like shapes of night, have faded from the dawn.

A thousand creeds have held their way on earth—
Unto a thousand myths have given birth,
That are now food for wonder, scorn, or mirth.

A thousand gods have reigned their little day
And crumbled—fashioned out of clay.
Like outworn toys, they now are cast away.

A thousand castles of the human mind
Are wrecks with which the coasts of Time are lined,
The rubbish of the ages left behind.

A thousand systems of a thousand schools,
The theories of nature's hidden rules,
Now seem to us the dreams of idle fools.

A thousand lofty sentiments expressed,
To those who heard them seeming of the best,
Are now forgotten, or a theme for jest.

A thousand books on mem'ry have laid claim,
A thousand authors, through them, sought for fame;
To us there scarce remains a single name.

The winnower of the ages threshes o'er
The harvest of a generation's lore:
One grain is gathered from the threshing floor;

The rest, as empty chaff, aside is cast.
Oblivion's refuse, gathering thick and fast,
Chokes all the gates and highways of the past.

Religions, dreams, and empires, all have gone,
Like shapes of night, that vanish from the dawn;
While through the ages earth went rolling on.

J. A. EDGERTON.

Lincoln, Neb.

YESTERDAY AND TODAY.

Dead, yet all things speak of her;
Can it be her life is done?
Here the lily that she loved
Lifts its cup to catch the sun.

Still the rose is bright and red,
Whose fair bud she saw unfold;
And she saw, on yonder vine,
That same tiny star of gold.

Here her book lies, half unread,
Where her own hand laid it down;
And her kitten, seeking her,
Lifts its troubled eyes of brown.

Was it yesterday she stood
Framed in yonder open door?
Oh, to think that these are here—
And she gone, forevermore.

Rock Elm, Wis.

NINETTE M. LOWATER.



A HUNTING SCENE IN THE GREAT TIMBER BELTS OF NORTHERN MINNESOTA.



BACK TO THE CABIN AFTER A DAY'S SPORT AMID THE FORESTS OF MINNESOTA'S GAME PRESERVES.
(From photos by HERMAN BROWN, Duluth.)



An Uphill Road.

Not long since a young lady and gentleman of this city, says the Miles City (Mont.) *Journal*, drove to a ranch for a short recreation trip, and during their stay the practical joker of the ranch switched the wheels on their conveyance, placing the hind ones in front. The young gentleman reports having enjoyed himself while out there, but said the road was uphill all the way back.

This bit of Western life was doubtless experienced by some late arrival from the tender-foot East. Such gentlemen are regarded as legitimate prey by the fun-loving veterans of the ranges, who, in a spirit of fun and without a malicious thought, seize every opportunity to inform the unsophisticated intellect of the searcher after knowledge.

A Woman Teaches a Robber a Lesson.

An incident happened the other day near Wickes, Mont., says the *Helena Independent*, which shows that not all the nerve is possessed by men, but that some women have not only their full share of it, but also ability to take care of themselves in an emergency.

A. W. Warwick, superintendent of the Minah mine at Wickes, recently went to the Black Hills on a visit. He returned last week and sent word to his wife, who has been living at the mine, to meet him at the station. Mrs. Warwick has not been in the West long, and after the carriage was ready she put a revolver under the buggy seat and started for the station. She had not gone more than 100 yards when a man, who had an ore-sack over his head, with slits cut for his eyes, stepped out into the road and commanded her to halt.

She obeyed, but at the same time she pulled the revolver out from under the seat, and before the highwayman realized what was coming, she ordered him to throw up his hands. He complied with alacrity, and then he was told to get out of the road. He obeyed, and started away on a run, soon disappearing in the hills.

Mrs. Warwick continued her journey to the station, met her husband, and returned home none the worse for an adventure that shows that, though she is an English woman and only recently from across the water, she has all the attributes that go to make a pioneer in the great West.

Furs in the North.

Up in Cypress River, a little town on the Canadian Pacific Railway, in Manitoba, is a paper that always contains matter that is of interest to its contemporaries. Its editor and publisher, Mr. Walpole Murdoch, is so ardent a lover and so close an observer of nature that naught escapes his attention. To him the fields, forests, streams, mountains, birds, insects and animals are as open books, from which he reads at will. In his quaint, yet always interesting way, he so unfolds the beauties and the peculiarities of nature, and the life and character of nature's denizens, that it all reads and sounds like a romance. Practical information is given in every line. Here is what he says of Manitoba furs:

"This is the season that the men and women

of Manitoba require to supply themselves with furs. Plucked furs are not desirable and should be avoided, as they are either imitation or made from skins that have been taken when out of season. Mink is a beautiful fur, but liable to fade if much exposed to the light. Much of what is called 'plucked beaver' is made from the skins of raccoons. Good beaver in its natural condition is a heavy, warm fur and will last a lifetime if taken care of. Otter is the best fur that Canada produces and will scarcely ever wear out; but, when not worn, it should be kept in a dark place or it will, to some extent, lose its dark luster. A very good imitation of seal can be made from the largest and best muskrat when taken very early in the spring, just as the ice breaks up. When the fur is plucked and dyed, only an expert can tell that it is not seal. The best furs are always procured from animals that frequent the rivers of cold countries. An otter, a beaver or a mink will become dry the moment it leaves the water, no matter how long it has been swimming; while the skins of land animals are in a manner useless if wet."

A Ball in Idaho.

An unknown exchange says that at a ball given recently at Port Hill, Idaho, a dude cowboy from the sage-brush ranges adjacent to the Palouse was present. He insisted on calling for the dance, and his first effort ran about like this:

Git yo' little sage-hens ready;
Trot 'em out upon the floor—
Line up there, you cusses! Steady!
Lively now! One couple more.
Shorty! shed that ol' sombrero.
Broncho! douse that cigarette.
Stop that cussin', Casimero,
'Fore the ladies! Now, all set!

S'lute your ladies, all together!
Ladies opposite the same—
Hit the lumber with yer leathers!
Balance all, an' swing yer dame!
Bunch the heifers in the middle!
Circle stags, and do-se-do—
Pay attention to the fiddle!
Swing her 'round, an' off you go!

First four forward! Back to places!
Second foller—shuffle back!
Now you've got it down to cases—
Swing 'em till their trotters crack!
Gents all right a-heel and toeing!
Swing 'em, kiss 'em if you kin—
On to next, and keep agoin'
'Till you hit yer pards ag'in!

Gents to center; ladies 'round 'em,
Form a basket; balance all!
Whirl yer gals to where yo' found 'em!
Promenade around the hall!
Balance to yer pards, an' trot 'em
'Round the circle double quick!
Grab an' kiss 'em while you've got 'em—
Hold 'em to it if they kick!

Ladies' left hand to your sonnies!
Alaman! Grand right and left!
Balance all, an' swing yer honies—
Pick 'em up an' feel their heft!
Promenade like skerry cattle—
Balance all, and swing yer sweets!
Shake yer spurs an' make 'em rattle!
Keno! Promenade to seats.

A Poor Boy's Providence.

Of all who have made the trip to Klondyke, there is none whose story is of more interest to Montanians than that of Pat Galvin, once circulator and assistant business manager on the *Helena Independent*, and, later, marshal of the city. He is a fellow brimming over with generous impulses, and wherever he is known in the State, he has friends.

That he has not had any of his characteristics frozen out of him by the arctic cold, says the *Independent*, is proven by the following little story told by the *Seattle Post-Intelligencer*:

"Jimmy Brennan is about ten years of age

and the son of Police Officer Brennan. Yesterday morning young Brennan started for Sunday-school. He fell in with several companions. While they were standing on Yesler Way, a stranger came along. He was not dressed for church. He was respectable looking, but the suit he wore was looking rough. He looked like a man who had just returned from a logging-camp.

"Boys," he said, addressing Jimmy Brennan and his friends, "where is the Butler Hotel?"

"I'll tell you for a quarter," said one of Jimmy's companions.

"I'll show you where it is for ten cents," chimed in another.

"Say, I'll do it for five cents," remarked a third.

"Mister," said Jimmy, "I will point out the Butler to you for nothing."

"You're my man," said the rough-looking individual. So Jimmy and the stranger went down Yesler Way together, and Jimmy's companions stayed behind to call him a chump. Jimmy led the stranger to the Butler.

"Come in here," said the stranger to Jimmy, and he led the boy into a clothing-store. "Give this boy the best suit of clothes in the house," said the stranger. Jimmy simply opened his mouth. Soon he had on a fine suit. "Now give him an overcoat," said the stranger, and Jimmy's eyes tried to pop out of their sockets. The clerk adorned Jimmy with an overcoat. "Now a hat," said the stranger. Jimmy wanted to cry. He thought it was Christmas-time and that he was by the side of a grate fire reading one of Anderson's fairy tales. Soon he was arrayed in new hat, new suit, new overcoat. The stranger paid it all. Jimmy started to wander out of the store. He was so bewildered that if several goblins had put in their appearance he would have joined them in their fairyland festivities.

"Just wait a minute," said the stranger. Jimmy waited. If the stranger had said, "Go roll in the dust of the street," Jimmy would have done it. The stranger went down in his pockets and closed his dealings with Jimmy by giving him a \$5 gold-piece and a gold nugget worth about \$5.

"Then Jimmy thanked the stranger and went off to tell his companions about the man to whom he showed the Hotel Butler 'for nothing.' The stranger was a Klondyker and supposed to be Patrick Galvin, who returned on the Rosalie Saturday night with a fortune estimated at about \$20,000. It pays to be polite. If you don't think so, ask Jimmy Brennan."

A Brave Little Wife.

Here is a story that will appeal to sympathetic hearts everywhere. It is the story of a little woman—too brave to murmur and too weak to endure her burden without help. Near Mt. Vernon, in South Dakota, dwells a Quaker school-teacher. Last year he lost an arm, and last winter, while walking on the railway track in a blinding storm, he suffered an accident whereby his skull was fractured. Though a kind husband and a sober, industrious citizen, he was rendered helpless. While in this fearful condition he recently found himself the father of three babies—two boys and one girl, all born at the same time. There were other children in the family to eat the crumbs of poverty; nevertheless, with God-given grace, these little ones were looked upon with kindly eyes and held closely to loving hearts. We learn from the Bozeman (Mont.) *Chronicle* that a friend of that paper sought out the family and "found a brave little mother, assisted by a tiny daughter, caring for the family and thanking God for His blessings. The house was white with cleanliness. A home-made wooden cradle, a box on

rockers, was the nest of the three little babies, who cooed as pleasantly and looked as clean and as sweet and pretty as if they were children of royalty, instead of those struggling for existence on the bleak plains amid poverty and pinching want. How the family have lived since the babies came, only He who feeds the sparrows knows. Lately the mother has had a picture of the three taken, upon the suggestion of those interested, and these she sells for twenty-five cents, thus making a little; but it is the intention of others who have been drawn to the case to raise a sum of money and useful articles for the family."

Doubtless there are many who would like to contribute towards lessening the burden of this patient, loving, devoted South Dakota wife and mother. She is a little woman, scarcely weighing a hundred pounds, yet full of a strength

three or four distinct outfits, one of them reputed to be backed by a wealthy and well-known sporting man of San Francisco. The regulation games were in progress on all the boats, both going up and coming down the river.

"Among the passengers on the Alice was George Sutton, known all through the Yukon Country as 'Lucky George.' He has been in that country for five years past. He is not only a miner with many claims, but a faro player of nerve. No one would credit him with having coin, as he wore the usual overalls and broad-brimmed white hat," said Frank Deitrick, one of the Bertha's passengers. "As soon as the gambling combination secured the Alaska Commercial Company's Blair Hotel at St. Michael, and opened up in full blast with all their regulation games, the first man who appeared to

"Lucky George began winning at once. Soon he redeemed his sack of gold and steadily won until he had \$12,000 in front of him in chips. The excitement was intense. Luck was coming Sutton's way from the start, and it seemed as if he could not lose. As fast as his winnings piled up his desire for more increased, and repeatedly he demanded that the limit be raised.

"For twelve hours the play continued. At this time Sutton was \$10,000 ahead. They sent for coffee and sandwiches.

"I most always go broke after I eat," said George, as he munched a sandwich. At 11 A. M. he said that he was tired and sleepy, and cashed in \$6,000 to the good. He had lost \$10,000 between 7 and 11 o'clock in the morning, but was still a heavy winner.

"The game was resumed at seven in the evening, all enjoying a nap in the meantime.



A STORE IN A MINNESOTA LOGGING-CAMP.—From a photo by HERMAN BROWN, Duluth, Minn.

In the great forests of Northern Minnesota these populous logging-camps are oftentimes situated far from any town or city, and the "camp store" becomes a very necessary part of the surroundings. In them are found a little of everything used in the woods, including plug-tobacco and divers wet goods. Occasionally they combine lodging and boarding-house features, as well, while the store loafer is always in evidence.

and a cheerfulness that can come only from a heart of gold and a trust implicit. No repining, no laying down of her work, but ever doing her best to comfort a stricken husband and to feed, clothe and shelter her precious bairns. Her name is Mrs. Jessie Cook, and her address is Mt. Vernon, Aurora County, S. D. The *Chronicle* says that she is not aware that any effort is being made to help her, but it may well be taken for granted that she will be deeply grateful for any throb of sympathy that comes to her from the world's great heart.

A Fool and His Money.

The river steamers of the North American Transportation and Trading Company and the Alaska Commercial Company, plying between St. Michael and Fort Yukon, states the Seattle (Wash.) *Post-Intelligencer*, have swarmed with gamblers, all bound for Dawson. There were

buck the tiger was 'Lucky George.' Passengers and officers from all the boats played the games liberally in order to pass the time. 'Lucky George' came in, and throwing down his sack of gold, said:

"Give me \$1,000 worth of checks."

"Argyle and John Malone, of Tacoma, were dealing, and without hesitating Argyle passed two stacks of chips and said:

"Your chips are worth \$25 each."

"What's the limit?" was George's reply.

"Fifty dollars to doubles and \$25 to singles."

"The big crowd in the room gathered about the table and craned their necks for a view of the table and players.

"This is the game I've been looking for, boys. I am going to break the bank."

"You've a long ways to go," was Malone's laconic rejoinder, and George said that he was the best sitter on earth. Then the game began.

"George took another \$1,000 in checks. He won till he had \$7,000 in front of him. Here his luck turned against him. At dawn his sack went in, too.

"You've got all my dust," said George, "but here's a receipt for \$8,500 more on the N. A. T. and T. Co."

"Argyle accepted the check and handed over \$8,500 worth of chips. In less than a dozen deals George lost the whole sum.

"I guess I'll get out of here, somehow," he said, cheerfully. "My grub is at Circle City and the rest of my money is at Portland. When you open up your games at Juneau I will be there to win all you have or let you win all I have in the world."

"Lucky George is a man of his word. His expenses to Seattle were paid by the gamblers, and he will show up at Juneau when the games are opened there, ready for revenge."



"The horrible look in her eyes told me that everything wasn't exactly right."

CINDA.

By James Bashford, illustrated from a drawing by the author.

In their wanderings over the beautiful waters of Puget Sound, it is probable that many of my fellow cruisers have met with the same couple that chance threw across my pathway, but none, perhaps, had so good an opportunity to hear their rather queer story.

In the summer of 1896, myself and a party of congenial spirits were cruising among what are known as the "Islands." One morning, when working up the shore of the larger one, we found ourselves becalmed, and, like all good yachtsmen, were forced to raise an "ash-breeze." As we made our way slowly along with the aid of our sweeps, one of the crew set up a cry for "Wind!" "Wind!" Anything—a hurricane, if possible, would have been perfectly welcome to most of us. But another, more cautious, said: "Yes; raise your wind, if you want to. None of it for me. The chances are, with this tide, that we would bring up on that point yonder, and get our feet wet going ashore."

"Well, don't get excited," put in another; "here comes your wind, and plenty of it, too;" and, sure enough, far down the straits came the blue line, with little white spots in wild profusion, which betokened the coming storm.

"Maybe we'll have to put around behind that point and stay till it lets up, but we can try to go around; might make it and might not," said the boy who answered the hall of first mate.

During the hurry of taking in sail, no one noticed a person standing on the cliff and making signals for us to come in; but finally one of the boys saw him, and, after watching his movements a few minutes, decided to let him go. Indeed, at that moment the wind came down so sharp and fierce that our attention was completely taken up with the sloop. After a few moments, it was plain that we were in a tight place and would have to run for shelter.

"We've got to get behind that point or we're goners," said the mate; so we put about, and,

after a sharp tussel, got close up to the point. Here we again observed the man on the cliff. He was still making signals, and, as near as we could judge, trying to have us keep farther off the point. We worked hard, but, despite all, the rocks loomed dangerously near as we flew past them.

As soon as we got around the point, we entered a bay which led up behind the cliff. We went up as close to the shore as possible, and dropped anchor.

After our trouble and excitement we were correspondingly hungry; so the crew voted me a committee of one to go ashore and procure "grub." Taking the small-boat, I rowed up to what seemed to be the landing, and, pulling the boat on the beach, started up the trail that wound around and up towards the top. I was making my way as fast as possible, when, on coming around a sharp turn, I fairly ran into a woman. It wasn't so very strange that I should meet a woman here, but the horrible look in her eyes told me that everything wasn't exactly right. I made haste to dodge her, upon which she screamed:

"Did you see them? Did you see them?"

A man had followed her, and after glancing at him to see if he was all right, I was obliged to confess that I had not seen "them." Without another word, the strange woman turned and fairly ran up the trail.

I then gave my attention to the man. A bushy beard covered his face, but what could be seen of it seemed honest enough. His head was covered with a regulation "sou'-wester," and a heavy woolen jumper and rubber boots completed his outfit.

As soon as I had explained my business, he gave me a gruff "Come on." I followed him to the top of the trail, my thoughts still on the woman, for I had not yet recovered from my scare. Seeing nothing of her, I asked him what

she meant by her inquiry—if I had "seen them." He pointed to his head and said, "She's off a little, but if you had caught the rocks off 'The Point,' you might have known what she meant, and you might have 'seen them.'"

From that I came to the conclusion that some one had been drowned in trying to come in. After asking how long he thought the wind would hold out, and what the prospects for the morrow would be, I turned to leave him. I had gone only a few steps when he called and asked me to come up later and see how things looked.

On getting back to the sloop, the boys wanted to know if they were all "off." "No; only one," was my reply. My story of the queer behavior of the shore people was soon told, and all advised me to go up again and find out more about them.

Thus it happened that evening found me once more ashore. As I was making the boat fast, I was surprised to see my man of the "black whiskers"—for so we had dubbed him—step out from behind a rock, saying, as he did so, "She's a blowing yet—almost as bad as winter. But come on up, and take a look around."

He had evidently been watching the sloop; but now, after hearing our history and learning where we were bound, he seemed better satisfied.

We were soon at the top of the trail, where we found a sheltered nook from which one could look off down the straits. The view was grand; and the seas that came rolling in, breaking with tremendous crashes, helped to make a scene that possessed all the elements of weirdness. But what attracted my attention most was a rock at the end of the Point. As every sea came past, it would show for a moment and then disappear—as though waiting for someone to strike it. Turning to the old man, I said:

"That is a bad place to hit."

"Yes; very bad, very bad place to hit. I saw one man strike it, and I don't want to see another." And then, motioning me to follow, he led the way to his house, or shanty.

On entering, my first thought was of the woman. She was there, sitting by an old, broken-down stove. Picking up a box, I moved so that I could get a good look at her. She was rather above medium height, and she seemed to be very strong, as the life she had been leading would naturally make her. At one time, doubtless, she had been a very good-looking girl, but now her face was drawn and thin, and her hair was streaked with gray. The eyes were vacant and staring—once seen, never forgotten.

She paid not the slightest attention to me, but sat and mumbled continually to herself. The old man, seeing me watching her, said:

"Feel bad, Cinda?"

Her answer was:

"The wind! Oh, the wind!"

Happening to glance out of the window, I noticed through the dusk a vessel going slowly across—rolling and pitching in the seas. Turning to the old man, I remarked:

"Some fellow is out there, and it looks like a revenue cutter."

At the mention of "revenue cutter," Cinda sprang up and cried, "I wish they would go on The Point and drown, drown!"

Her voice and manner startled me so that I was half-way to the door before I came to my senses upon hearing the old man roar:

"Shut up, Lucinda! Shut your mouth." And then, turning to me, he said:

"She don't mean nothing; don't pay no attention to her."

Cinda stood still a moment, and then rushed, bare-headed, out of the door. The old man looked at me, paused an instant, and then, in a

half-apolgetic manner, related to me the following pathetic bit of history:

"You see, I never say nothing to strangers about Cinda, because I am rather suspicious and because it's nobody's business; but I see you boys are not so bad, so I will tell you something about her. She's just my step-daughter. Her mother died in Canada twelve years ago. I come from there here eight years ago this fall; run across this place, saw it was a good bay for my boats, so settled down. Of course, it was lonesome; but we didn't mind that, and Cinda had chickens and stuff to take care of.

"We'd been here about six months, when a launch put into the bay. They had Chinamen and opium. Now, a fellow by the name of—well, I'll call him 'Hank,' run her. He wasn't bad, was nice-looking, smart, and all that, but he was a smuggler, and a regular dare-devil, at that! He'd cross here when she was a howlin', I tell you, and all the good people would be in bed.

"Well, Cinda, of course, had to fall in love with him, and he just worshiped her. I cared enough for her to see that she married no smuggler, and I told Hank he'd better quit the business; but it was no use. Finally I told him it was either quit or lose Cinda; so he said he'd make one more trip and then give it up. Cinda and I used to signal from here when Hank should come into the bay and when not to; that was as much as we had to do with it; I didn't want to see him get caught, just for Cinda's sake.

"The time came for his last trip. We hadn't seen him for a week, but knew about what time to expect him. He and Cinda were to be married Christmas, and this was the first of December. The day we expected him it began to blow, and by night the wind was a tearin'. We kept watch, though I never expected that he'd start out in that kind of weather.

"We had been watching a long while and looking close, our lights a-going, when all of a sudden-like we got an answer—just one. Well, Cinda was scared pretty near to death; so she kept signals going for them to put into the bay. We didn't see any more lights, but while we was a-straining and a-watching for them, we seen a cutter farther out. Cinda screamed and wrung her hands. I watched, and kept tellin' her to keep cool and keep the signals going for Hank to come into the bay, for I knew they couldn't get past the cutter. Finally I made out the launch again. She was almost abreast of here, and there wasn't a sign of a light anywhere on her. Something seemed to be the matter. I watched her as best I could; she was goin' awful high; and when she got right off the Point, she stopped and began to drift inshore. Then they started again, and I saw that they wouldn't make the Point; so I picked up a lantern and went off down the trail, waving it as I went, Cinda tearin' along just ahead.

"Just as we got to that shed there, the launch came down on that big rock, the one you spoke about this morning. She stood straight up for almost a minute, it seemed, and started to roll towards us. Then another sea came along and seemed to trip her up like, and then followed a big one, a monster, and she was gone! Cinda screamed and started to rush out, but I caught her and brought her in here. She was terrible, terrible! What a time I had! After securing her, I went out and looked along the rocks, but I have never seen a sign of them or the launch since; and if the revenue men were after them, they have stayed away. Cinda has been some better, since; but, look at her,—only twenty-five!"

"Well," said I, "if you don't take her away from here she will get either so bad that noth-

ing can be done for her, or she will kill herself."

"Yes; I am going to take her away this winter," the old man replied. "She goes out to the Point in every storm, and watches the waves, and talks to herself."

"Have you ever gone down there at low-tide and tried to see the bottom?" I asked.

"Yes; I've done that, and let a hook down. No use; there's twenty fathoms this side the rock."

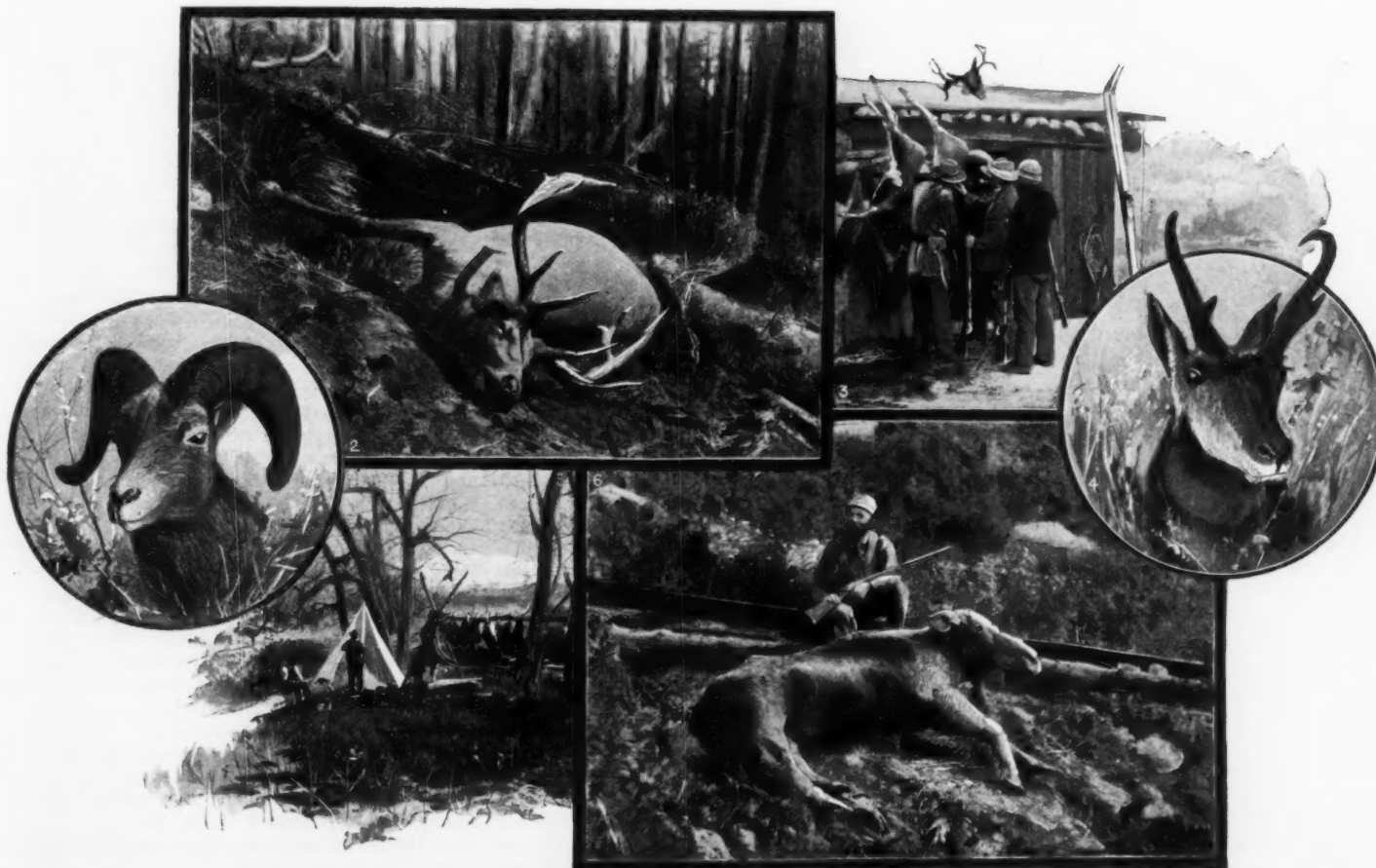
We talked some time longer, and then I bade him good-night. He came outside with me and pointed out the dim form of Cinda, below, looking off toward the Point. With a pitying wave of his hand, he went down to bring her in, while I made my way back to the sloop, where the boys listened to my sad story.

Next morning the storm subsided and we worked our way out of the bay. As we were going past the Point, I heard Cinda calling and caught the almost indistinct words:

"Did you see them? Did you see them?"

THE COLOR OF KLONDYKE GOLD.

An examination of Klondyke nuggets convinces the *Western Mining World*, of Butte, Mont., that the conclusions of geologists as to the action of the ancient glaciers in that region are well founded. These glaciers ground up the vein matter, amalgamated the gold it contained and deposited the precious burden in dirt and ice after it had been subjected to a pressure that effectually destroyed every suggestion of an angle. Klondyke gold is of a light yellow color, much lighter than Montana gold, and carries none of the sunset tints so noticeable in the auriferous deposits of Australia. Klondyke gold is not quite so rich as the product of other camps, but still it is gold and we all want it.



GAME ATTRACTIONS OF THE GREAT NORTHWEST.

A pictured story of camp and field among the moose, deer, big horns, bears, pumas, wolves, etc., of this vast hunting-ground.



"The horse, released from the traces, stood patiently with drooping head."

OFF THE TRAIL: OR, A CHRISTMAS EVE BLIZZARD.

By Frank I. Clarke.

It had been intensely cold for three weeks or more. The days were bright and clear, with a glory of blue and gold overhead, while beneath stretched a vast, dazzling expanse of snow—sparkling with myriad diamond points—that creaked crisp to the tread, like the wave-beaten sands on some stormy coast.

It was "cold as blazes," some inapt and irrelevant ones were heard to exclaim; while the more conservative, super-sensitive souls who deem it akin to blasphemy to adversely criticise the Manitoba climate, reluctantly acknowledged that it was "one of the most exceptionally cold spells that we have had for many years."

On December 24, the laggard sun brought with him on his diurnal visit some of the soft, dallying wind-nymphs of the tropics; for, no sooner had he peeped over the eastern horizon than a genial, springlike warmth spread over the land, melted the half-congealed good nature in every heart, and set one and all boasting of the clear, glorious, bracing air of the prairies.

Darby had dropped into the Bodega, Winnipeg's most popular saloon, to inquire after the

health of Tom Poyntz, its jovial landlord. Presently Charley strolled in, looking for a certain dog which had bitten him the night before, and, finding his friend Darby engaged in pleasant badinage with the host, he joined them.

"Morning, Darby! Morning, Poyntz! Isn't this a grand morning? Talk of Southern California—Florida—Bermuda, I tell you we can beat them all on climate! Could anything be more lovely, more perfect (don't put much sugar in mine), than this? It's like a morning in May."

"Well, here's 'may' we have months of it!" said Darby, with appropriate action, in which he was closely imitated by the others.

"It's a-ma-zing how this crisp, cold weather sharpens some men's wits," remarked Poyntz.

"Yours are sharp, Poyntz," said Charley; for which pointed remark he was promptly fined the price of another round.

"Say, Darby, suppose we get out the carriage and drive out to Sam Bedson's, eh? Will you come?" asked Charley.

"Great scheme, old man," replied Darby; "and, in the words of the immortal bard, 'I'm wid ye!'"

Behold, then, an hour after, the pair of them reclining luxuriously on the pile of buffalo-ropes, which lined the carriage, gliding merrily over the trail which leads to Stony Mountain, sixteen miles northwest of Winnipeg.

The day was perfect. A faint breeze, laden with life's elixir, came languidly from the South, kissing the crests of the snow-waves, smoothing out and changing their dead-white angles to a glistening swell, like their ocean sisters when the wind has had his will of them and leaves them to their repose. Clouds of snow-birds twittered by them, or rose in fretful expostulation before the horse's feet. A solitary raven croaked his maledictions at their invasion of his domain, a snow owl blinked at them from the top of a lone tree, and now and then a coyote paused in his loping search for provender to eye them longingly. The trail was smooth as glass; the horse seemed to feel the exhilaration of the air, and trotted his best without urging. They reached the mountain in good time, and were welcomed by Colonel Sam Bedson with his proverbial hospitality.

A visit to the stables and the buffaloes, an appetizing luncheon, with cigars, grog and gossip, occupied them for two or three perfectly enjoyable hours, and then a start was made for home.

Early in the afternoon the sky had clouded, and as they descended the mountain they noticed that the wind had fallen and that a dead

calm had set in. Large, feathery snowflakes began to fall slowly, lazily, but steadily increasing until, a mile out on the road, they had partly obliterated the trail and so thickened the air that objects at no great distance became vague and shadowy. The horse trotted along bravely enough, and the friends chatted gaily, no thought of danger entering their minds. Suddenly there came an indescribable disturbance in the air—a shudder, as of fear, and a shadow seemed to sweep silently over them. There was no wind perceptible, but the snow came aslant their faces, as though it were being driven by some intangible but irresistible force. Then came a sigh of wind, soft and warm, but terrifying in its onslaught.

"We had better hurry up," said one; "if I am not mistaken, we are in for a blizzard."

The horse was urged forward. The trail was getting heavy with wet, clinging snow; the wind, increasing, now drove the snow particles, like needle-points, into their faces. The horse stumbled, floundered about for a minute, and then sank to his belly in a snow-drift.

"Off the trail!" shouted Darby, as he leaped to the horse's head and dragged him from the drift. "Hold on! I will look for it."

He started slowly, leading the horse, to feel with his feet in the soft snow for the beaten track. They wandered thus for a long time, vainly trying to find the road, and finally halted to consider the situation.

It was almost dark, though yet an hour to sunset. It was not the gloom of night that hemmed them in, but the "white darkness" of the blizzard. The trail was lost, they could not locate themselves, and at last they determined to give the horse free rein and trust to his brute instinct. It had grown colder, and they snuggled down in the carriage, covered up in the robes, from which one or the other popped up occasionally to shout at the horse and urge him forward. He, with head lowered to the blinding storm, stumbled slowly through the gathering drifts, stopping at intervals, till at last he came to a standstill and refused to move another step.

Night had added its darkness to that of the blizzard, and the combination was a blackness so intense that words cannot describe it; and, withal, there was the white mockery all around them that inspired a ghastly terror. The fury of the blast seemed ever increasing—its uncanny, swishing, hissing, pitiless voice more awesome than the boom of the breakers on a reef, heard in the intervals of a shrieking gale.

They gave themselves up for lost; but their first thought was for the noble horse, a thought which, no doubt, the recording angel made careful note of.

"Poor brute!" said Darby. "He has done his best. Let him loose, and perhaps he may find shelter, or get home."

"Yes," groaned Charley; "let him go. If he reaches home they will send out to look for us, and perhaps find"—He shivered at the unuttered thought of what might be found.

The horse, released from the traces, got to the lee of the carriage, where he stood patiently with drooping head. All that was left for his masters was to make themselves as snug as possible. They had plenty of robes, and, covered up warmly in the carriage, they mournfully discussed their fate. Long-forgotten prayers came vividly to their minds. Darby silently, but earnestly, repeated half of Hamlet's soliloquy—"To be, or not to be," before he discovered that he was off the trail in more senses than one. They divided what remained in the flask, and shook hands solemnly in witness of a sacred pact of "swear off." They talked of the sorrow of their friends when they should find them stiff and stark, and conjectured as to

the extent of their popularity, judged from the numbers who would attend their combined funerals. They regretted their past inattention to religious duties, and resolved on amendment in that respect if the chances were given them. Charley vowed candles to St. Mary's shrine, and Darby pledged increased contributions to the hospital. They forgave their enemies, determined to pay all their debts and to devote their lives, if spared, to almsgiving and good works. In fact, they almost succeeded in making themselves believe that they were humble, meek and lowly saints, ready to be translated to the realms of eternal bliss, instead of two ordinary, every-day sinners frightened into a condition of penitence, with certain self-deceptive reservations stored away in the inner recesses of their consciences. They were very cozy and warm, stowed under the buffalo robes in the bottom of the carriage; and though they shuddered at times, when a fiercer blast made its threatening voice heard through the coverings, they were perfectly comfortable physically. Mentally, however, they were dismantled wrecks, with not a shred or patch of their wonted gayety left. So, after a time, they were silent, save for an occasional half-suppressed groan, or a deep-breathed sigh. Even those mournful interruptions ceased at last; the silence was unbroken for a space, and then—they calmly snored in peaceful union!

* * *

"*Marche! Cre diable de chien. Chocolat! Matchi tim, mar-r-r-cher!*"

A merry tinkle of bells, the sharp crack of a whip, the howl of a train-dog, and the shouts of the half-breed driver, were the commingled sounds which disturbed the slumbers of our castaways and brought them to their feet to drink in the splendor of as calm and bright a morning as ever dawned on the snow-clad prairie.

"Look!" cried Charley. "Why, we're right beside the road. There's Winnipeg! If we had only—" He ceased, to listen to a sound that came like heavenly music sifted through the clear, frosty air,—the bells of St. Boniface pealing a Christmas carol, ringing out the gladsome tidings of peace and good will.

They stood for some time, listening with bowed heads; then, looking into each other's eyes through the tears that dimmed them, they clasped hands:

"Merry Christmas! old man," they exclaimed, simultaneously, in voices slightly husky.

Then they arranged the carriage, harnessed in the horse,—which had been contentedly munching his breakfast at a neighboring haystack, and drove straight—to the Bodega.

A WASHINGTON RAILWAY RELIC.

Skamania County, Wash., has a railroad that is a curiosity. It is less than four miles long, but it is said to have cost \$3,000,000. It is the old portage road from the Upper to the Lower Cascades, built by the old Oregon Steam Navigation Company, and now the property of that company's successor, the Oregon Railway & Navigation Company. There was a time when the road did an immense business, carrying all the products of the inland empire to tide-water—all the freight destined for the mines of Idaho, Eastern Oregon, and the vast region east of the Cascades.

The days of its glory have departed, and today it is scarcely more than two streaks of rust and a right of way. Its sole use now is to carry the salmon from the fisheries along the rapids to the Lower Cascades, from which point they are shipped to Warrendale; so the road really "runs" only with the run of fish. Mr. Jones, who has been employed on the road since

it was first built, has entire control of it. He is superintendent, engineer, conductor, brakeman, fireman, section foreman and section crew—the Alpha and Omega and all the balance of the alphabet. He has grown gray in the service of the company, yet every day he gets out the solitary engine, gets up steam, and makes the round trip over the road. The engine has grown wheezy, and to get up steam a fire has to be built in the smoke-stack to get up a draught.

Recently the railroad commissioners made a trip over the road, and to do honor to the occasion Mr. Jones got out the "directors' car," the one solitary passenger coach. It had been used for a long time as a storehouse for chicken-feed, and occasionally the chickens had used it as a sleeper; but Jones oiled the hen-coop and gave the commissioners a ride over the road. He is good-natured, happy and contented, and thoroughly enjoys his unique position as a whole railroad company.—*Dalles (Ore.) Chronicle.*

WHERE BURROS ARE FAILURES.

The attempt of some enterprising rustlers to catch the 1,500 wild donkeys on the Snake River Plains, to ship them to Alaska, failed. The burros, after they were cornered, says the Murray (Id.) *Sun*, became frightened and brayed so violently that the horses were stampeded. The attempt to capture the donkeys was then abandoned. The failure to apprehend these little creatures was money in the pockets of the would-be captors. The burro cannot be utilized in a wet and marshy region, nor where corduroy roads are built. They belong to a dry, rocky country, like Mexico and the Andes. A Colorado man imported sixty of the animals into the Cœur d'Alenes in 1884 for packing purposes. He started from Belknap with the outfit, and it took him a week to get to Murray, thirty-two miles, while nearly everything breakable in the packs was ruined. It was the first and last trip. The enterprise was a complete failure. The Idaho burros have a field of labor from Nevada south, but from Idaho north the bronco is the only useful packer, even the mule being out of the place.

WHEN VENUS SHINES.

Behind the gates of morn,
Where young day's portents are,
Joy is in thee reborn—
O matchless star!

All space thou blazonest
With coldly placid light—
Kohinoor on the breast
Of dying night!

When, guide and guard steadfast,
His watch Polaris keeps,
And through abysses vast
Arcturus sweeps,

Thy rays, in glory shed,
Revive, from clime to clime,
A universe else dead—
Planet sublime!

With an enamored gaze
Fixed on thy points of light,
Yielding the silent praise
Thou dost invite,

The sorcery of dreams
Soothes my world-weary brain,
And vanish, in thy beams,
All care and pain.

Soul of my soul! I feast
On peace by thee purveyed,
Till in the reddening east
Thy splendors fade.

Less sordid earth appears
When softening me thou art;
And of thee, queen of spheres,
I feel a part!

JOHN TALMAN.

St. Paul, Minn.



One of Washington's Valleys.

The Beaver (Wash.) *Leader* says that the Quillayute Valley isn't ashamed to compare notes with any section of the State this year. "Our crops may not be so diversified as in some localities, but they can't be beat for size or quality of the product."

A Great Prune Section.

Of Clarke County, in Northwestern Washington, reached by the Northern Pacific Railway, the *Seattle Trade Register* says: "Clarke County has in the past grown more prunes than all the rest of the State together, but the acreage coming into bearing is rapidly increasing in other counties and the total product of the State a year or two hence promises to be a prominent item of export. The number of buyers is also increasing. Vancouver, Wash., expects to ship 175 carloads of prunes this season. As each tree is figured to give \$1 profit, Clarke County is talking about gathering in a cool \$1,000,000 from prunes this year."

A Young County of Great Promise.

Although Red Lake County in Northwestern Minnesota is the youngest county in the State, its present population is about 12,000—exceeding that of thirty older counties. The *Red Lake Falls Gazette* says that the people of the county will themselves be surprised at this remarkable showing. "We may well hold up our heads with worthy pride," it says, "and let it be known to the world that Red Lake County, a stripling less than a year old, already outclasses over one-third the counties of the State in population and wealth. We are yet in the early stages of our development. Red Lake County, already the flour and lumber center of Northern Minnesota, will forge rapidly to the front."

This new county and Red Lake Falls are both reached by the Northern Pacific Railway. It is one of the most interesting portions of the State, and one of the most inviting. A good agricultural and lumber region, it is also a peculiarly attractive resort for fishermen and hunters.

Gathering Oregon Cranberries.

The gathering of the cranberry crop at the Shabat marsh in Pacific County, Wash., says the *Portland Oregonian*, is concluded, and the product will be over 6,000 bushels; last year it was 6,500 bushels. About forty Chinamen were engaged as pickers this year, and about 100 white people—men, women, boys and girls. At fifty cents a bushel these pickers earned \$3,000, but just how this respectable sum was divided among the two classes of pickers, whites and Chinese, has not been learned. As a rule, the latter are the faster pickers and more constant workers. As for the whites, they have a happy outing, anyhow, and, bronzed and vigorous, will return to their homes with a pleasant remembrance of their two months' gypsying at Cranberry marsh. They made a little money, too, above their expenses, and, as whole families were there, almost every member of them, down to "baby," could earn something. They

lived in tents, in the free, fresh air, surrounded by the ordinary domestic comforts; and, with cheery toil by day and mirth and music in the social groups at night, they really had an enjoyable time.

Prosperous Farmers.

The records of one county in this State, Walla Walla, show that thus far during the months of September and October, ninety-four mortgages have been canceled, the indebtedness paid aggregating \$125,000, and \$40,000 more is to be paid very soon. This is, of course, in one of the most prosperous counties in Washington, being well settled with fine farms producing wheat, fruit and live stock, the former being the principal product.

From other reports it is seen that this rapid cancellation of debt is going on in the various counties of this State, and a large percentage of the liquidations are from farmers. A dispatch from Dayton, Washington, published in the *Ledger* recently, shows how these things are possible, a farmer paying for 640 acres from the proceeds of one crop, and having \$600 left in the bank.

All these reports are encouraging Eastern farmers to come West and locate in a State with such possibilities, notwithstanding Governor Rogers' assertion that farmers can never pay their debts by raising wheat. The governor should paste some of these figures in his hat.—*Tacoma (Wash.) Ledger*.

An Era of Land Investment.

With the harvesting and selling of the present wheat crop there will remain, after all debts are paid, a heavy surplus for investment in the hands of Eastern Washington farmers, and thousands of acres that have been on the market at any price which would afford a margin over incumbrances, will be promptly withdrawn from sale. There is little question that the farm lands of Eastern Washington will command as high a price today as they did in the most prosperous season; for, as a matter of fact, they never, in the best of times, were held at figures higher than their intrinsic value. The advance in farm values in Eastern Washington will, in all probability, be fully 100 per cent over the figures of last year, and there will be little difficulty in disposing of lands at such figures. The surplus which will remain in the hands of the wheat farmers will naturally seek investment in farm lands, according to the almost universal rule in farming communities. Each prosperous farmer will seek to extend his acreage by buying "the land which adjoins him."

The increase in the price of wheat is but one item in the net gain which has followed to the farmers of this State by reason of the return of prosperity.—*Seattle (Wash.) Post-Intelligencer*.

South Dakota's Live Stock Resources.

"South Dakota's resources for the profitable and economical growing of cattle, sheep and horses cannot be estimated," says a correspondent of the *National Stockman and Farmer*. "The varieties of grasses are so numerous and so nutritious that stock seems to grow and take on flesh very rapidly. Live stock, however, in the eastern part of the State, has not been given the attention that it has west of the Missouri River; so there is a good opportunity for practical breeders of pure-bred herds and flocks to establish themselves in a profitable business, as quite a number of those who have been grain farmers are wishing to change to stock-raising, or at least to diversify their efforts. I do not know of a single unsuccessful stock-grower who has given his animals proper attention and care. A case just now comes to

mind which illustrates this claim. I knew of a small lot of calves sold last spring at about five weeks old for \$4 per head. They were well-wintered on prairie hay with a small grain ration daily, so that the total cost of wintering would probably not exceed \$5 each, and they are worth today \$14 to \$16 per head, with a profitable growth still to make this season at a nominal cost. These calves are common native stock. Had they been grades of some of the beef breeds, the showing would be much better. I saw a bunch of yearling grade Herefords near Woolsey, S. D., in June, which the owner told me he had refused \$15 per head for last fall. He was holding them at \$25, and they were worth the money."

Crop and Land Values.

The wheat crop of 1897 for the State of North Dakota is estimated at from 40,000,000 to 45,000,000 bushels. Taking 42,000,000 bushels as the amount and eighty cents as the price, we have \$33,600,000. In 1896 the total value of all farm lands in the State, as equalized by the State Board, was \$56,833,265. It is very probable that if the other products raised on these lands, such as oats, barley, potatoes, hay, flax, etc., were added to the price of the wheat, the total would approximate the full assessed value of the particular lands upon which the crop is raised.

This fact is quite commonly true even on the high-priced lands of the Red River Valley, and it is an actual fact that sometimes more money can be obtained for the crop than for the farm on which the crop grew; or, as occasionally happens, a farm is actually paid for with the proceeds of one crop.

Of course, this will not always be so. The true value of land, or of anything else, is in time based on its power of production or income. Any property that will produce a ten-per-cent income is pretty good property, and if it will bring \$10 a year profit, then it ought to be worth at least \$100. Given the cost of production and the value received for the crop, the difference is the profit and is ten per cent of the actual value of the land.

Farmers in the great Middle States raise no more bushels to the acre than we do in North Dakota; they do not raise as many bushels per man; they work more months and more hours; they take much greater pains; they get but little better prices, and yet their lands are valued at fifteen to one hundred dollars per acre.

We believe that in the near future not an acre of valley land will be for sale for less than ten dollars, and that the average value of land will range from twenty-five to seventy-five dollars per acre, exclusive of buildings, because of the facility of cultivation, the fertility of the soil, and the value of the crops produced.—*Pembina (N. D.) Express*.

A Word About Minnesota.

Not long ago one of the daily papers in St. Paul took great pains to gather county statistics relative to the present demand for farm lands in Minnesota. The result showed increased sales of lands at stiffened prices in nearly every county. In some counties more land has been sold during the past summer and fall than in all the period since 1893. The fact that in all this time there has been no material decline in farm-land values, indicates that there has been no serious distress among farmers and that they have been much better off, in the main, than the laboring and industrial classes in the cities. This, in spite of low prices for staple crops, shows that economy can be practiced by farmers in more ways than one. Cheap wheat influenced many a farmer to diversify his crops and thus make money by

turning non-profitable wheat acreage into dividend-paying pasture lands, dairy products and other channels of profit. This is especially true of Southern Minnesota, but it is likewise true, to a lesser extent, of Western, Central and Northern Minnesota. It is better economy to make butter, to feed sheep and to raise cattle and hogs, than it is to limit the family sugar allowance and similar expenses. Economical farming consists not so much in pinching nickels as in making one's broad acres produce the best-paying and most marketable crops. If farmers have been able to make a good living throughout the low-price period from 1893 to 1897, they may be expected to do a great deal better on the same farms now that good times are upon them and they are learning the lesson of true farm economy.

The Russian Colony in North Dakota.

Archbishop Nicholas, the head of the Greek Catholic Church in America, is greatly interested just at present in the Russian, or rather Slavonic, colony which was founded last spring in Mercer County, North Dakota. Several hundred families are there already, and most of them, though they started with nothing to speak of, are self-supporting. They have taken the rich lands in the big bend of the Missouri River, northwest of Bismarck, from which they are distant about fifty miles. It is the finest of grazing country, and is well watered besides; for, in addition to the Missouri on the north and east, there is the Big Knife River on the south and the Little Missouri on the west. Several post-offices have been established, the principal villages being Krem and Kulm. The former has become such a center that a church is to be erected there at once, the first Greek Catholic church west of Minneapolis. The Pacific Coast is, of course, not referred to.

A church will also be erected at Dickinson,

in Stark County, where there is another colony. Though young, these colonies are thriving and their prospects are most glowing. The settlers will be taught to diversify, and, in addition to raising grain, they will also raise cattle and sheep. Within a few years there should be thousands of families located in this part of the country where there are now hundreds.

The benevolent and thoughtful archbishop will be largely responsible, as, wherever he goes, he issues what might be called proclamations advising the adoption of farm-life. His "ukases" will have great influence.

It might be stated that this colonization movement also includes the removal of the Russian colonies in the vicinity of Edmonton, Canada, to Mercer County. Several hundred have already deserted and come to the States.

These colonies should not be confused with the Russian Mennonites, who are not under the spiritual charge of the archbishop, nor assisted by the Russian Immigration Association.

—*Fargo (N. D.) Forum.*

Flattering Prospects for the Northwest.

Land Commissioner W. H. Phipps, of the Northern Pacific Railway Company, made a trip over the line to the Coast, recently, and speaks of what he saw as follows:

"There is a noticeable improvement in the demand for lands, not only in the agricultural districts, but in the area of grazing lands in the States of Montana and Washington. In the States of Minnesota, North Dakota and Washington the demand for farming lands throughout the past and present season has been exceedingly good and probably never surpassed in a corresponding period of time during the history of the company's existence.

"The immense wheat crop of Eastern Washington, the product of which is selling right along at the prevailing high prices, has enabled

many of the farmers there to pay off their indebtedness; and a majority of these are increasing their holdings by purchases of additional land. The sheep and cattle men have had a good year, especially the former, and the shipments of sheep over the road during the fall months has been much larger than for a long time previous. The inquiries from parties in the Middle and Eastern States regarding the irrigation of lands along the line have been noticeable; and a large movement from those sections is anticipated during the latter part of the winter and in the early spring. The fruit industry of Eastern Washington is growing rapidly, and the shipments of fruit to this point for distribution are rapidly increasing; and they are to-day, I believe, larger than ever before.

"The class of emigrants locating in Minnesota," said Mr. Phipps, "as well as in North Dakota, are chiefly from the Central Western States; that is to say, Iowa, Nebraska, Kansas, Wisconsin and Northern Illinois, while a considerable number come from the States of Ohio, Indiana and Kentucky, and many are moving into the State of Washington from sections farther East.

"The people who are settling in Minnesota and North Dakota are intending to engage in diversified farming, including, particularly in North Dakota, the raising of live stock; while in Washington general farming and fruit-raising seem to be the principal projects to be undertaken by such settlers. On the whole, the prospects for the settlement of the lands along the line of the Northern Pacific during the coming year are very flattering. But that which strikes me as best of all, is the fact that nearly all the new settlers are men who have been successful farmers in the older States, and, having sold their farms there at high valuations, bring with them into this newer country ample means to insure a good and safe start."



FARM CLEARING IN MINNESOTA'S "PARK REGION."

NEW AGRICULTURAL DISTRICTS BETWEEN ST. PAUL AND THE HEAD OF LAKE SUPERIOR.

The St. Paul and Duluth was one of the earliest railways built in Minnesota. Its original name was the Lake Superior and Mississippi, and under this name it received from Congress a grant of land embracing each alternate section for twenty miles on both sides of its track. The construction was done in 1868 and 1869. Most of the land obtained was a pine wilderness. At the southern end of the road there was a good deal of excellent prairie, and here the land was quickly sold and settled. For many years the rest of the grant remained uninhabited save by the loggers and the saw-mill men. Gradually the good pine timber was cut, and a second growth of poplar and tamarack sprung up. These old pine lands were regarded as worthless for farming. After they had been stripped of their valuable timber they continued to be held, mainly by the lumber companies, for the reason that nobody could be found to buy them. The great Minnesota forest

which still had about a million acres of its original grant unsold and which would profit immediately by new settlement along its line. A land commissioner was appointed for the road who had had many years of experience in examining and selling lands for another line. The commissioner set to work zealously to attract settlers to the lands cleared by the fires, and to other lands where he saw that by a little labor productive farms could be made out of the forest.

The results of less than three years' efforts of the land department, under Mr. Hopewell Clarke, have been very gratifying. Many thousands of acres of land formerly regarded as practically valueless have been converted into good farms. A number of new villages have sprung up, and the whole region has taken on a new look. There is ample rainfall in all parts of the district, and it has already served as a refuge for a number of settlers who have left

cities where there is a market for everything they can raise, not only on their fields but in their garden-patches and poultry-yards. So large has become the movement of immigration of late, that it looks probable that all the unoccupied land will be sold and tilled during the next few years. We shall then have a well-settled belt of country all the way from St. Paul to the head of the lake, in place of the forbidding wilderness of former times.

Much of the land now in market lies within five or six miles of railway stations. The country is noticeably well watered by numerous small streams that flow southward to the St. Croix River or northward into the St. Louis and other streams which empty into Lake Superior. As seen from the car windows, the face of the country looks almost level, but examined more closely it discloses swells and ridges that insure good drainage of surface water. There are no large towns, but the villages are fast growing into important centers of business under the stimulus of the recent immigration.

The region seems to lie too far north for corn growing, but it is, in fact, a pretty good corn country. Mr. Clarke shows in his office the ears of flint corn, grown in the little town of



A CHARMING VIEW OF BARNUM AND THE CARLETON COUNTY, MINN., FAIR GROUNDS.

fires of 1894 may be said to have let daylight into these northern woods. The fires cleared up the underbrush and turned the remaining trees into bare and blackened columns. The resinous tamarack was burned to the roots.

Now that the soil could be seen, people began to examine it. Instead of worthless sand they found that, for the most part, the soil was good brown loam. Here and there a settler came in, grubbed up the tamarack stumps and sowed timothy or clover, with a patch of potatoes and a small field of wheat. The crops did remarkably well. Other settlers brought in cattle and turned them into what was left of the woods to browse on the wild grasses. It did not take long to demonstrate that here was a large unoccupied region well adapted to small farming, dairying and stock-raising, where lands were absurdly cheap, and where there was rail transportation in one direction to St. Paul and Minneapolis in a few hours, and in the other direction, and in about the same time, to Duluth and Superior. This was naturally a fact of surpassing interest to the railroad company,

the prairies further west because of the loss of their crops from drouth. The winters are not as severe as on the prairies in the same latitude, and the proximity of Lake Superior has no doubt some influence in modifying the low temperatures.

The soil is a brown, sandy loam, and very easily tilled. It is sufficiently fertile to give very good yields of wheat, flax, barley and oats, and it is admirably adapted for potatoes. Timothy makes a heavy growth, and excellent meadows have been made on low-lying ground with very little labor. Dairymen who have settled in the region during the past two or three years insist that they have found a dairy country that beats Southern Minnesota, which is saying a great deal. The grasses, they say, are peculiarly luxuriant and nutritious.

The distance from St. Paul to Duluth is only 150 miles, and about midway between the two cities begins the stretch of newly-settled lands; so that the people who have gone into the country, although in a woods region, are only two or three hours' ride by rail from large

Wyoming, which took the first premium at the Columbian Exposition at Chicago. Wyoming is about half-way between St. Paul and Duluth. The soil is so quickly responsive that the corn gets an early start and has plenty of time to ripen in the warm September days. There is rarely any touch of frost before the 1st of October. In short, there is no other part of Minnesota that can show a wider range of products, or more easy access to important markets, or better general climatic conditions.

BARNUM.

A town of great promise in this new agricultural district is Barnum, which is on the St. Paul & Duluth Railroad, and thirty-nine miles from Duluth. One of the most progressive settlements in Carlton County, it has between 700 and 800 inhabitants. For a distance of ten miles east and northeast of Barnum, the country is already settled and is directly tributary to that active community. Barnum, as a shipping point for farm products to Duluth, Superior and a number of good market towns on the Iron Range, is already becoming well known

throughout the country, and, with the constant and rapid development and settlement of its territory, it has an exceptionally bright future.

The town is not a newly-settled place. It was first inhabited a number of years ago as a lumber-camp—the Moosehorn River making it convenient for the loggers to float their material to a large saw-mill which was formerly in operation there. As the heavy timber vanished, through the relentless efforts of the loggers, Barnum lost prestige as a lumber center and it seemed as if the place was doomed to a speedy demise. When it became apparent to farmers that the soil left exposed about the dismantled trunks of pine and tamarack was a rich loam and not worthless sand, the land that was once destined to be a drag upon the hands of its owners began to be taken up and successfully cultivated.

Since then Barnum has experienced a steady growth, and it is now a business community of considerable enterprise. There are a saw-mill, brick-yards, four stores, three hotels, a blacksmith shop, a printing office, which issues a neat weekly, *The Gazette*; a barber-shop, a saloon, a meat-market, a livery-stable, and a large creamery, now in course of construction. There are city water-works, conducted by a private concern, and the town is protected from possible conflagrations by a well-equipped volunteer fire department. Two modern school-houses show that educational advantages are not neglected. There is a good opening for a drug-store, and, take it all in all, Barnum is as thriving a little place and holds out as many inducements as any other town of its size in Minnesota.

THE PEACE RIVER COUNTRY.—The Peace River Country, where recent gold discoveries have been made, is in Athabasca District, B. C., and about 830 miles north of Winnipeg, Man. It is 190 miles north of Calgary, on the Canadian Pacific road. There is a ninety-mile stage ride from Edmonton to Athabasca Landing; thence one goes down Athabasca Lake and Athabasca River by boat to Ft. Chippewyan, at the mouth of Peace River. Steamboats go up the river for quite a distance. Peace River rises in the eastern slopes of the Rocky Mountains, a little north of the center of British Columbia. In the northern continuation of the same mountains rise the Klondike, Pelly, Stewart, and other gold-bearing tributaries of the Yukon. The Peace River rises on the eastern slope of the mountains, while the Yukon's tributaries rise on the west side.



SAUNTRY & CAIN'S GENERAL STORE IN BARNUM, MINN.

This strong firm has other extensive interests in Stillwater, Minn. Their Barnum house is managed by W. M. Cain, and it is the largest establishment in that section of country.



A Gentle Hint.

It was a South Dakota editor who wrote: "The price of our paper is not increased by the Dingley Bill, but we wish to correct the misapprehension of some subscribers who seem to think that it was placed on the free list."

A Very Good Second-Hand Joke.

An advertisement in a Chicago paper says that "Mr. and Mrs. Levy have cast off clothing of every description and cordially invite the public to call and inspect them."—*Grand Forks (N. D.) Plaindealer*.

His Substitute for a Cayuse.

An Englishman who came out to Billings recently to hunt buffalo and reindeer, got off at Sheridan, Wyoming, and telegraphed the Billings Hotel keeper.

"Buy me a good saddle coyote. I want him to hunt with."—*Bozeman (Mont.) Chronicle*.

Thought They Were Synonymous.

The Chicago *Chronicle* intended to say that the mayors, in their meeting at Columbus, O., were warned against ruin, but the intelligent Mergenthaler operator improved the sentence by making it read, "Warned Against Rum"—which is not a bad idea.—*Fargo (N. D.) Forum*.

A Crop Comparison.

The Winnipeg *Free Press* tells of a Manitoba farmer who lived so far from a railroad or town that he had to drive 7,200 miles in making the trips to get his crops to market. "That's nothing," the *Evening Telegram* of West Superior, Wis., remarks; "there are a number of Superior citizens who travel almost that far in taking a single load home."

A Word to the Wise.

A bereaved husband in Montana has posted this notice on a pine-tree:

"My wife Sarah has left my ranche when I didn't Doo a thing to hur an i want it distinctly Understood that any Man as takes her in and Keers for hur on mi akcount Will git himself pumped so Full of Led that sum Tenderfoot will locate him for a mineral Clame. A Word to the wise is Suffisient and order work on fools. P. Smith."—*Walla Walla (Wash.) Statesman*.

The Scandinavian Governor.

When Hon. William Jennings Bryan was in South Dakota a few weeks ago, explaining why wheat and silver had parted company, he was introduced by the Scandinavian governor as follows:

"Des baen happiest day of ma life, standing on platform with such statesman as Mister Bran. Ay baen watchn' des political questions, an' ay tank jes lak other statesman—ay tank wheat and silver ba all same price—dollar bushel."—*Castle (Mont.) Whole Truth*.

The Congregation Was Shocked.

Someone has been telling the Cando (N. D.) *Record* about the finding of a purse by Miss Helen Hunt of Hillsboro. It was Sunday, and she was on her way to church. Thinking that it would be a good idea to have the preacher announce the discovery from the pulpit, she

told him of it. At the close of the more or less eloquent discourse and while the contribution-box was being passed around, the minister electrified the congregation by saying:

"If any woman in this house has lost a purse, she can go to Helen Hunt for it."

Col. Pat Donan Visits an Apiary.

Not long ago Col. Pat Donan, who is doing some special descriptive work for the Oregon Railway & Navigation Company, was a visitor in Walla Walla, Wash., and a guest of Dr. N. G. Blalock, the noted fruit-grower. The doctor drove the colonel out to see his great orchard, and, incidentally, his vast apiary. Speaking of this last named enterprise the colonel says: "The apiary does not contain less than a million bees, every blamed one of them with honey on its legs and hell-fire in its tail. The doctor specially wanted me to see the beehives—as a stimulus, I suppose, to my industry, or a rebuke to my dronishness. Before we got anywhere near it, I told him there was not a well-regulated and fully-accounted bee in all Christendom that wouldn't gladly fly a mile out of its way any time for the pleasure of stinging me. The words were hardly out of my mouth when one of the little beasts dashed at me and struck me with a poisoned slung-shot in the left eye; so I now look as if I had tackled Bob Fitzsimmons in a 16-to-1 ring, with a fence around it too high to climb over. I used to be blue-eyed. I am so no longer. I am as black-eyed as a pair of pothooks, and beautifully bunged up. The little hellion didn't look much bigger than a house-fly till it hit me; and then, by gad, it seemed as big as a full-grown turkey-buzzard or a 'monstrous bi-horned and amphibious boyol-lapus.'"

A Bit of Premature Sympathy.

With due respect for our Hebrew readers, says "Piece Stuff" in the *Mississippi Valley Lumberman*, I am going to repeat a couple of stories related to me the other day by Douglass Flanner of the Rib River Lumber Company of Rhineland. If Mr. Flanner keeps on, as he is still young, he will in a few years be a rival of J. E. Glass, the Minneapolis wholesaler, for the honors of being the champion story teller in the trade. I don't think any of Mr. Flanner's stories are from *Youth's Companion*, either, although time and E. M. Warren will tell. One story is about a Jewish clothing-store proprietor—they always keep clothing stores, you know—who one day placed a number of hand grenades on the shelves of his place of business. A friend of his, dropping into the store one day and noticing the grenades for the first time, immediately inquired what they were.

"Vy, Isaacs, ton't you know vat them is?" replied Jacobs. "Vy, them's hand grenades! I tot you knew vat hand grenades vas! Isaacs, mein frient, I really am surprised at your ignorance. Vy, hand grenades is for to throw on fires—as soon as you find out dat you have 'em."

"Vell," inquired Isaacs, still not satisfied, "tell me vat is in dem, von't you, Jacobs? for dey are new tings to me."

"Vat is in dem? Is dat vat you want to know, Isaacs? Vell, I tell you. Vat was in tem, I don't know, but kerosene is."

A few weeks afterward, Isaacs, who had been out of town, met his friend Jacobs, greeted him cordially and then remarked in a half-congratulatory, half-condoling manner, as if in doubt which was appropriate:

"Vell, Jacobs, I vos told that your store vas burned to de ground lasht Tuesday night, don't it?"

"S-s-sh!" cautioned Jacobs, in a whisper, as he spoke with his mouth close to Isaac's ear. "Not lasht Tuesday, but next Tuesday."

THE NEW TOWN OF GOLDROCK, ONT.

There is a fascination in the exploration and development of a new region, of which those who live in cities know nothing. Since so decided an impetus has been given to the gold-fields of Northwestern Ontario, from Port Arthur to Keewatin, by the increased output of gold and the new districts that are being constantly developed, that part of the country north of the Seine River and south of Wabigoon, known as the Manitou Country, has received more attention and has given better results than are generally known.

The great drawback to travel and prospecting has been lack of hotels, stores, and the numerous comforts of life without which we are apt to consider ourselves ill used. Realizing this, Mr. G. A. Glines, of Winnipeg and Wabigoon, conceived the idea of a new town. Selecting the excellent location that was afforded by the natural lay of the land encircling Trafalgar Bay, Upper Manitou Lake, thirty miles south of Wabigoon, Ont., on the Canadian Pacific Railway, he has platted some five hundred lots, and today streets are laid out, cleaned of brush, and the process of town-building is going forward rapidly.

Tents galore spread their white shields in every direction, but the advent of a saw-mill will cause these to be replaced by more substantial buildings, which cannot be built fast enough to accommodate the enterprising people who wish to be first in this new town, the center of a circle the radius of which, though only two miles, embraces as rich a gold-producing country as is to be found anywhere.

Goldrock is a peculiarly appropriate name for this new town, which believes itself bound to become the Cripple Creek of Ontario. Within a radius of five miles there are at least two hundred prospects, some of them under development and others in a state of nature. Free gold, from fine to coarse nuggets, is the rule and not the exception on any mining location that has so far been tested, and an extraordinarily rich vein, five to eight feet in width, runs east of town. This property is owned principally by Mr. Evans, of the well-known firm of Schuneman & Evans, of St. Paul, Minnesota.

All the districts in Western Ontario that are known as gold producers are rich in the precious metal, but the Manitou leads them all. The inception of the mining industry in this part of the country has drawn general attention to the fine chain of lakes leading from Wabigoon south for eighty miles, thence via Rainy Lake to Mine Centre and Fort Frances. The movement of the investor in the wake of the prospector has already led to the establishment of a considerable freight traffic as well as to a passenger route up and down these water stretches. Steamers have been put on the Wabigoon and Manitou lakes, between the Canadian Pacific Railway and points as far south as Rainy Lake City, and in the near future the C. P. R. will put on a steam tramway over the portage between Wabigoon and Upper Manitou Lake, and then through tickets will be sold from Wabigoon to Goldrock Mine Center and Ft. Frances.

To show the reason for the location of this new town, we quote from reliable



SURVEYING RAILWAY LINE TO GOLDROCK.



EMBRYO TOWN OF GOLDROCK, ON TRAFALGAR BAY, UPPER MANITOU LAKE, IN ONTARIO, CAN.

authority the following description of the Manitou District:

THE MANITOU DISTRICT.

"This auriferous belt lies more particularly between the Lower Manitou lakes and Wabigoon lakes, a distance of about fifty miles, and embracing a strip along the trail about six miles wide. Outside of those limits no surveys have been made and very little exploration. It practically is a terra incognita, especially as to mineral resources. It may, therefore, be as rich or richer as the narrow strip, nearly every foot of which is now taken up by prospectors.

"The geological formation is Huronian. It comprises altered traps, horn blendes, schists, and conglomerates. At intervals occur irruptive Laurentian quartzites, traps, granitoid gneiss, granites, horn blende, schists and chloritic rocks. These Laurentian irruptions have depth and permanence. Sometimes the 'strike' of quartz-veins is with the strata, from northeast to northwest, and sometimes across from east to west. The entire country is a network of gold-bearing quartz veins, generally parallel with the strike of the rock, and quite a good many cross and recross the strata. By this description it may be seen that these quartz-veins have every promise of depth and permanence, for it is a recognized fact that when gold-bearing quartz exists in rocks of volcanic origin, the veins prove inexhaustible.

"The Manitou District is comparatively new, but, so far as developed, it is extremely rich and uniform. Five years ago a prospector named LeCourse made a discovery of gold on the Upper Manitou, and sunk a test pit. Assays showed as high as \$180 a ton. Nothing further was done, and the discovery was not credited.

"In 1895 explorers and prospectors entered this district from the Seine River and Lake of the Woods districts, and from that time dates the history of these rich fields. As stated, the 'Manitou route' is solid with locations. There are more and richer veins than in any other part of the world, the best authorities say. Some veins can be traced three, four, and even five miles. Several locations of forty acres have as high as eight veins. It is all free-milling ore, and the veins average four to twelve feet in width. While no deep mining has been done, through lack of machinery, the development that has been possible has universally shown that the greater the depth, the larger and richer the vein. Away north of the C. P. R., as far as Lake Seul, prospectors have pushed their way and rich finds have been their reward. This field runs northward, no one knows how many miles."

Starting from Wabigoon, where the C. P. R. leaves passengers who are bound for the new El Dorado, a steamer takes one on a delightful trip southward, and, after a run of four hours through the blue waters of the lakes, connected by winding streams, where

"The bittersounds his drum
Booming from his sedgy shallow,"

and gliding by innumerable islands that are rendered beautiful by varied shades of green foliage, you come to the seven-mile portage, where, as before mentioned, the new tramway will soon be built. On the north-end of this portage is a good camp, where one can be fed and housed, and at the southern extremity Goldrock is located. And it is indeed well named, as gold is



TRAVELING BY BOAT ON MANITOU LAKE, ONTARIO.



STEAMER WM. CROSS, AT GOLDRICK LANDING.

there in abundance for those seeking it with patient endurance and financial backing.

Three mines—the Neepawa, Swede Boys, and the location being developed by St. Paul and Kansas City parties—are showing such rich results that an influx of capitalists will undoubtedly be seen by another spring, and the town, already begun under such auspicious circumstances, will have a steady growth as the country surrounding it is developed. Any information desired on either town lots, mining locations or on general interests, will be furnished by Mr. G. A. Glines, who may be addressed at Winnipeg, Manitoba, or at Wabigoon, Ontario.

M. A. HARRIMAN.

OREGON'S WEALTH OF TIMBER.

Benjamin Sweet, a prominent lumberman of Milwaukee, Wis., visited Oregon recently and purchased 300,000,000 feet of pine timber thirty miles from Portland and twenty-four miles from Tillamook Bay. The Milwaukee *Sentinel* says that Mr. Sweet believes the lumber districts of the State of Oregon to be unrivaled in excellence of the timber, and predicts for that State the tremendous impetus to business and development enjoyed by Wisconsin while its lumber industry was at its height. He thinks that the best timber in the State is the yellow and silver fir. When, some years ago, the eyes of the yachting world were fastened on the contest between the Defender and the Valkyrie, the clouds of canvas on each yacht were supported by masts that at one time stood in the forests of Oregon.

"The timber of Oregon is of a very superior quality," said Mr. Sweet. "It can be bought for twenty-five cents a thousand; in this State it would be worth \$10 a thousand. It is sound, and some of the logs are of tremendous size. The timber of Wisconsin will be exhausted within a period of fifteen to twenty-five years; that is, I believe there will be no operations on an extensive scale, and the big lumbermen are already looking to Oregon as the next field of their operations. There is a big business in that State with China and Japan. These countries are buying enormous quantities of railroad timber. One vessel, while I was there, was taking on board 3,000,000 feet for Japan. One piece I saw go on this vessel was sixty-two feet long and twenty-four inches square, without a knot or defect in it.

"The timber standing ranges from two to six feet thick at the butt, and is often 100 feet high before a limb is reached. One big tree I

saw felled was seven and one-half feet at the butt, 145 feet to the first limb and forty-five inches in diameter where it was sawed at the top. Lumbering is the principal business of the State, and yet in its infancy. The most agreeable weather prevails nine months in the year east of the Coast Range of mountains. The land is hilly, in the particular section where our lumber is located, but there are excellent driving-streams and a railroad within twelve miles. The supply is inexhaustible for the needs of the present generation. I should say there was enough timber standing to keep lumbermen busy for seventy-five to 100 years."

MANITOBA TOBACCO.

Many of the settlers in the French reserve raise all the tobacco which they require for their own use and do so with astonishing success. The young plants are raised in boxes and afterwards set out when the days are warm, and the plants grow vigorously, developing a beautiful red flower. When ready, the large leaves are removed from the stalks and placed in piles, where they are permitted to heat a very little; the leaves are then partly dried and either rolled into cigars or twisted into plugs. Sometimes the stalks produce a second crop of leaves, which are not so good as the first. One man has this season several thousand tobacco plants which have grown in a most satisfactory manner and are, no doubt, pulled and cured by this time. The leaves are so large that one will make several cigars, and as they look like tobacco, smell like tobacco, taste like tobacco and have the same effect as tobacco, nothing more can be required; and as the duty on cigars is three dollars a pound and on cut tobacco fifty-five cents a pound, these good-natured Frenchmen have got the start of their countryman, Sir Wilfrid. The Mennonites, who live west of the Red River, also raise tobacco for their own use, and claim that it is better than what they procure from the stores.—*Cypress River (Man. Western Prairie).*

THE MARCH OF PROGRESS.

John A. Burbank, fourth governor of Dakota Territory, who occupied the executive chair of the Territory from 1869 to 1874, is in the State looking after property interests. The changes that have taken place since his term of office as governor thirty years ago are remarkable. During his term his trips to different parts of the Territory were made by stage-coach, oftentimes

at the risk of hold-ups, either by hostile Indians or road agents. He has been held up by the James gang, his purse and \$50 in money and his watch having been taken. The latter he recovered after eight years—it being engraved with his initials and recovered from the home of the wife of Jesse James. The capital, at the time of Burbank's term of office, was at Yankton, and much of the time of the executive was passed in Washington.

Mr. Burbank is now seventy years of age, but remarkably well preserved and active. His home is in Indiana, he being a brother-in-law of Oliver M. Morton, the war governor of that State.—*Jamestown (N. D.) Alert.*

A GREAT WOOLEN-MILL STATE.

"Every woolen-mill in the State of Oregon is running full time on orders, and several of them are running day and night. The number of woolen-mills in this State is nine, and another one is under construction at Union, the county seat of Union County. They employ about 2,000 hands. Oregon affords more advantages for the manufacture of blankets and woolen goods than any other place. The climate is an ideal one for producing good wools, and manufacturers here are able to secure the pick of the clip. Water-power is available for operating mills nearly everywhere, and the best and purest of water is to be had for dyeing, so that manufacturers can guarantee their colors to stand perfect. With all these advantages, there is a bright prospect ahead for the woolen manufacturing business in Oregon; and, with the best and cheapest of wools, unlimited water-power, and the purest of water for dyeing and cleansing purposes, there is no reason why it should not become the greatest woolen manufacturing State in the Union. Before long, Oregon ought to have mills enough in operation to furnish employment for 20,000 people instead of 2,000.—*Portland Oregonian.*

ANNUAL TRIPS OF INDIANS FOR PIPESTONE.—Indians all through the Northwest make annual trips to the celebrated pipestone quarries at Pipestone, Minn., for the purpose of replenishing their stocks of this prized stone. When wet, it becomes soft and can be carved or whittled into pipes, charms, etc. The quarry is on a small, but exceedingly picturesque, reservation, and the Indians look with jealous eyes upon all trespassers. The stone is a beautiful red and takes a high polish.

ONE OF THE MOST COMPLETE RAILWAY TRAINS OF THE AGE.

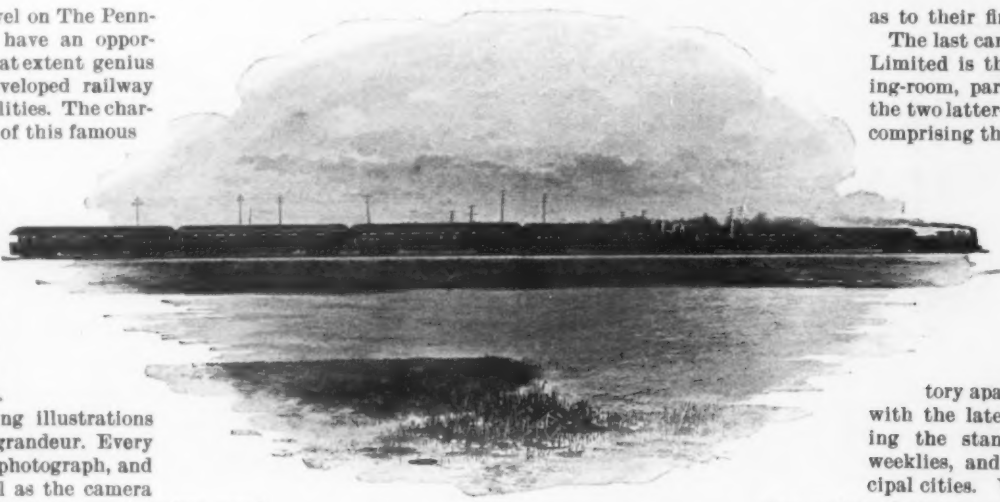
Persons who travel on The Pennsylvania Limited have an opportunity to see to what extent genius and skill have developed railway transportation facilities. The character and comforts of this famous train represent the highest standard of excellence attained in the art of car construction. It is said that no other country or railway system has equaled this sumptuous service.

The accompanying illustrations give an idea of its grandeur. Every picture is from a photograph, and as true to the real as the camera can make it. The views are therefore exact reproductions of what passengers on The Pennsylvania Limited may see and experience. It is perhaps the first time the interior of a train has been so completely and correctly reproduced in print. Heretofore, the method employed to illustrate car interiors consisted of the imagination of an artist, with more regard for artistic effect and attractive results than care in reproducing the subject as it really existed. The pictures herein presented are actual counterparts of the interior of The Pennsylvania Limited, the rich colorings alone being missing.

To enable the reader to fully comprehend the perfection in appointment, the writer will act as escort on a casual stroll through the splendid train. Having been met at the vestibule entrance by the conductor and valet, or, if a lady passenger, by the maid, and escorted to the compartment or section assigned for the trip, let us pass forward through the plate-glass safety vestibule to the combination parlor, smoking and library car, the initial link of this chain of vestibule luxury. It is practically a metropolitan club on wheels, comprising the *dolce far niente* smoker, buffet, and library, equipped with plush, leather and willow loungers, corner cheffoniers supplied with embossed stationery, card sections, barber-shop, and bath, all done in mahogany and gold relief and damask draperies. Electric buttons at every elbow, and ubiquitous attendants, emphasize the club-like conveniences.

The second link is the dining-car, mahogany mirrored, the canopy a dream of decorations in relief, subdued by stained-glass transoms and silken window blinds. The snowy tables, gleaming silver, glinting cut-glass, dainty wares and tempting menus are particularly inviting. The bill of fare embraces every conceit in and out of season. It were superfluous to say more.

Two drawing-room sleeping-cars of the pronounced Pullman type follow the dining-car. Then comes the latest



THE PENNSYLVANIA LIMITED.

Pullman triumph—the compartment sleeping-car, with private rooms and suites, containing lockers, shelves, and individual lavatory arrangements, thus affording all the privacies of a home, hotel, or club. The new compartment car, in fact, has provided American tourists with all the privileges and pleasures of a private or special car, without the usual excessive cost thereof. The Pennsylvania Limited compartment cars are not only improvements on those exploited at the World's Fair, but they are finished in still richer woods, draperies, and carpets. Two spacious drawing-rooms, en suite, occupy the ends of these cars, boudoir state-rooms between, alternating in woods and colors

as to their finish and furnishings.

The last car of The Pennsylvania Limited is the combination drawing-room, parlor and observatory, the two latter named appointments comprising the social rendezvous of

the passengers en route, where frequent fast friendships are formed, and the highest types of American travelers come into casual contact. The library and the observa-

tory apartments are provided with the latest literature, including the standard monthlies and weeklies, and dailies of the principal cities. Writing-desks and so-

ciety embossed stationery are likewise provided in both apartments, with typewriters and telegraphers available, and mail-boxes in reach, mail being collected en route.

The entire Pennsylvania Limited is illuminated with incandescent electric lights, and when the thermometer ranges high, electric fans are at the pleasure of the patrons.

The panorama of American scenery, especially in Pennsylvania, viewed from the canopied and brass-railed piazzas of the observation car, is unequalled in the railway world. The dash through the now traditional Conemaugh Valley, with the phoenix-like new Johnstown, the crossing of the airy Alleghenies, the rounding of the famous Horse-Shoe Curve, the romantic grandeur of the Blue Juniata, the rich

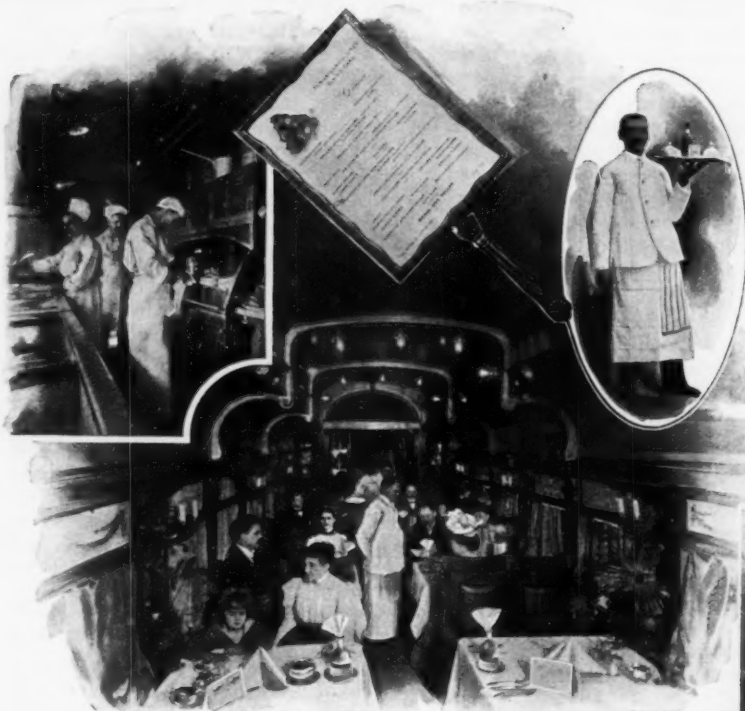
pastoral scenes along the Susquehanna River, are cardinal points of interest. The observation car on The Pennsylvania Limited is the only one running to New York.

No journey could be more comfortable, exhilarating and delightful; and, as a matter of course, such a train attracts and is supported by the best class of American and foreign travelers, which gives it the personnel and associations that have established it in first favor throughout the tourist world.

The schedule of The Pennsylvania Limited is another noteworthy element of the effort to cater to the pleasure of patrons. The train leaves Chicago at 5:30 P. M. Drawing-room sleeping-car connections leave St. Louis at 1:00 P. M., Louisville 4:00 P. M., Indianapolis 7:20 P. M., Cincinnati 8:00 P. M., Dayton 9:56 P. M., Columbus 12:20 night. Sleeping-car connections also run from Toledo at 9:00 P. M., Cleveland at 11:10 P. M. All concentrate at Pittsburgh, from which point the journey is by day—through the interesting industrial sections of Western Pennsylvania, over the romantic Allegheny Mountains, and through the agricultural paradise of Eastern Pennsylvania. Harrisburg is reached at 1:35 P. M., Philadelphia at



RECEIVING PASSENGERS AT THE VESTIBULE ENTRANCE, WITH GROUP OF INTERIOR VIEWS.



AS SEEN IN THE DINING-CAR, WHERE SNOWY LINEN AND GLEAMING SILVER PREVAIL.

4:17 P. M., New York at 6:30 P. M., Baltimore 4:15 P. M., and Washington at 5:32 P. M. West-bound, "The Limited" leaves New York at 10:00 A. M., Philadelphia at 12:20 noon, Washington 10:50 A. M., Baltimore 12:00 noon, Harrisburg 3:00 P. M., Pittsburg 8:30 P. M. Chicago is reached at 9:00 A. M., Columbus 2:20 A. M., Cincinnati 6:45 A. M., Dayton 4:55 A. M., Indianapolis 8:00 A. M., Louisville 11:40 A. M., St. Louis

old Pennsylvania system. In this respect the contrast between the past and the present is eloquent of progress. All enjoyment is comparative. The

at 3:15 P. M., Cleveland 4:30 A. M., Toledo 8:30 A. M. The service is daily in both directions.

Brief as this description of train construction and time-service is, it will show the general reader that railway enterprise has attained to wonderful perfection on the

him, but it will generally be found that such remarks are founded in ignorance, and that a very limited experience on board a perfectly equipped and thoroughly comfortable modern train will cause a change of sentiment forthwith.

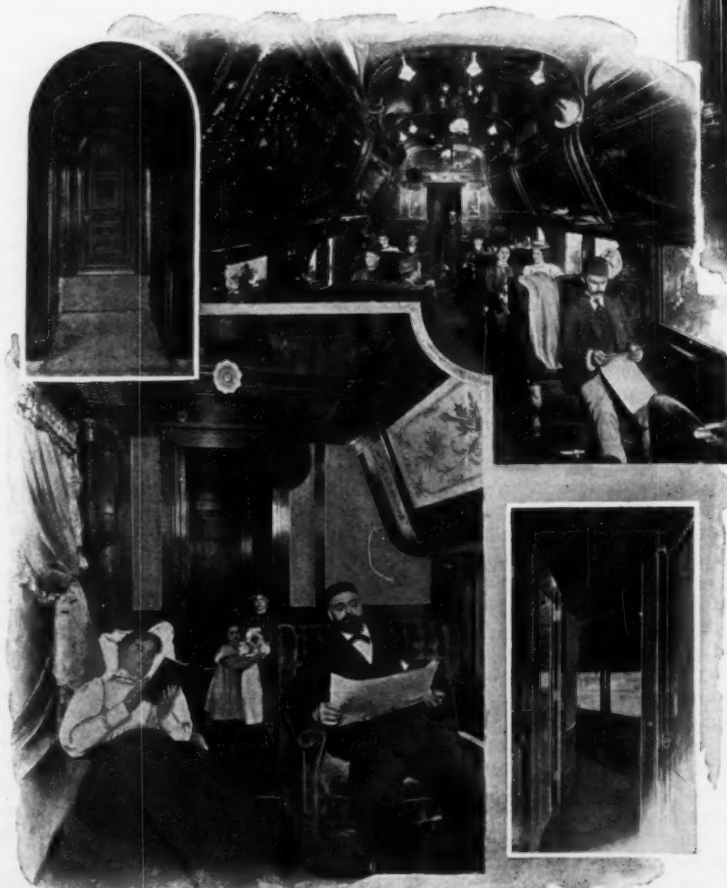
Add to all such comfort the never-wearying delights of unsurpassed scenic attractions and the pleasure found in coursing through the country from metropolis to metropolis, and you have a railway service and a railway route which are beyond criticism. Think of this a moment. Read the above schedule carefully. In your mind's eye see this beautiful train as it speeds on its way—where? To obscure points of the compass? No. To unknown towns and villages on wastes of plains and prairies? Not at all. Where, then? Why, look at the schedule: The Pennsylvania Limited runs from Chicago, has



THE COMBINATION PARLOR, SMOKING AND LIBRARY CAR, A METROPOLITAN CLUB ON WHEELS.

traveling public is satisfied with present conveniences and present comforts so long as there is nothing better to contrast them with. But it insists on having the best that can be provided, and it is the disposition and the ability to supply the best that makes the road in question so universally popular. Now and then we run across a person who is of the opinion that "any old car" is good enough for

connections from St. Louis, Louisville, Indianapolis, Cincinnati, Dayton, Columbus, Toledo and Cleveland, concentrates at Pittsburg and continues through to Harrisburg, Philadelphia, New York, Baltimore and Washington. Seven States and the District of Columbia are drained, and all those great cities are reached. These are facts which thoughtful travelers will profit by. There is always a choice of routes to given points—always a best route. In this instance, it is easy to see that the best way to the cities named is via the Pennsylvania lines described in this article. Quick time, personal comfort, modern railway conveniences, safety appliances, lovely scenery, teeming cities, unite in persuading prospective travelers to journey as herein suggested. The rates are always low, the general management is noted for its enterprise and efficiency, and the service aboard trains while en route leaves naught to be desired. Special information regarding this famous train and the Pennsylvania Lines will be cheerfully furnished all applicants who address H. P. Dering, Ass't. G. P. A., 1248 South Clark St., Chicago.



HOW JOURNEYS ON THE LIMITED ARE MADE CHEERFUL, COMFORTABLE AND DELIGHTFUL.



Entered for transmission through the mails at second-class rates.

E. V. SMALLEY, - EDITOR AND PUBLISHER.

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THE NORTHWEST MAGAZINE,
ST. PAUL, MINN.

ST. PAUL, DECEMBER, 1897.

UNDEVELOPED RESOURCES.

During the first rush of immigration to the new States of the Northwest, following the building of the transcontinental railway lines, the zeal of the new-comers was mainly directed to town building and speculation in town lots, to getting possession of valuable lands, or to the discovery of mines of the precious metals. Other resources were generally overlooked or neglected. Soon after the first feverish activity of development had subsided a little, the hard times began and everybody settled down in lethargy and discouragement. Now that better times have come, there will be a disposition to look into what might be called the minor natural resources of the country. A great many things which are capable of being developed into paying enterprises are as yet untouched. There are, for example, deposits of asbestos, mica, antimony, marble, lead, and other mineral products. There is iron ore in the Cascade Mountains that is not as yet worked. Untouched copper veins exist in both Idaho and Washington. The crystallized corundum of Montana is valuable. Asphaltum has also been found in that State, and the fine-grained, variegated sandstone will some day come into use for mantels and paneling.

It is possible that a way will yet be found to extract the flour-gold from the sand and gravel along the Snake River, and from the black sand of the Coast near Gray's Harbor. The precious stones of Montana will yet be sufficiently prized for jewelry to be worth mining for. The lumber of Washington will come into larger use east of the Rockies, and the spruce will go as far East as New York, because of its adaptability for certain special uses. A much larger use will be found for the lignite coal of North Dakota. The canning and drying of the food-fishes of the Pacific Coast is already an important business, but it is capable of much further expansion. The raising of special crops and products, in regions peculiarly adapted to their growth, will offer another line for fresh industrial effort. For instance, we may cite peach-growing along the Snake River, in Idaho and Washington, and prune-growing along the

Columbia, near Vancouver. In the Yakima Valley it pays well to raise winter apples and pears, and the canning of berries and vegetables will in time be a large industry.

There are many openings for enterprising men in the Northwest, outside of wheat-growing and the raising of cattle and sheep. A sagacious man who will look the field over for himself and make careful inquiries of old settlers about undeveloped natural resources, will not be long in finding a good field for his talents and money.

THE RAILWAY SITUATION.

The increased earnings of Western railways are a very gratifying sign of the times. Nearly every line is participating in the new prosperity. This gain in earnings is as strong an indication of the result of normal times as is the re-opening of Eastern factories, the larger employment of labor in Eastern towns and cities, the lower rates of interest, and the seeking for investment by unemployed capital. The railways are now in excellent condition to profit by the increased movement of freight and passengers. The old struggle with State authority, which began more than twenty years ago with the passage of what were then known as the Granger laws, has been satisfactorily settled. The roads now recognize the right of the States, through their commissions, to fix rates of fares and freights; but, on the other hand, they are protected by the courts, which have everywhere asserted the power to determine whether rates so fixed are remunerative. The roads have maintained successfully their right to earn a living and to earn, also, a reasonable annual return on the money invested in them. There is a general acquiescence by sensible people in this situation, and hostile movements in politics and in legislative bodies are becoming more and more rare. Popular clamor against the roads has almost wholly ceased. The roads cannot be prosperous unless the people they serve with transportation are prosperous; thus there is no real antagonism of interest, but, on the contrary, there is a community of interest which is recognized all around.

Under the new conditions, the old, intense rivalry between competing lines is giving place to co-operation and harmony. A pressure has been steadily brought to bear from the security holders to put a stop to the rate wars which used to spring up on slight cause and which often played the mischief with net earnings, depended on to pay fixed charges. The hard times were also a powerful influence to draw railway managers together and to make them stop rate-cutting. Ruinous contests, originating in the jealousies and quarrels of traffic managers and general passenger agents, have become things of the past. Railway officials no longer feel at liberty to jeopardize the interests of stockholders and bondholders in foolish contentions for business. With growing traffic, remunerative rates and harmony of action, all existing roads that are wisely located will soon become good earning properties.

The business public generally will profit by stability of rates and by the ability of the companies to spend money in the improvement of their road-beds, terminals and equipments. A bankrupt railroad can do very little to help the communities it reaches, but a railroad that is making good earnings is constantly planning improvements that are for the advantage of the public. Already many of the Western roads have set to work to make more solid embankments, to replace wooden bridges with steel structures, to build new depots and to enlarge their terminal facilities; and some companies are projecting branches which will tap regions

that are now without rail facilities. Soon there will be a moderate revival of construction work, which will open new fields for settlement and business. The money spent on betterments and on new construction will react for the benefit of the localities interested and will help on the new movement for better times. Altogether, the situation is highly gratifying. Politicians and people should let the railroads alone, for a time, and allow them to recuperate from their losses in recent years. There is no occasion for further interference. Nearly all the States have established commissions to hear complaints of discriminating and unjust charges, and it has been fully determined that the companies have the right of appeal to the courts from the decision of the commissions. Thus justice is pretty sure to be done and equity maintained all around. The right of the people to reasonable rates has been established, and also the right of the roads to compensatory rates. This ought to satisfy every fair-minded citizen, and all public-spirited men should now be glad to see the roads making better earnings and getting into the position of paying properties.

MAJOR SYMONS' REPORT.

Major W. Symons, of the U. S. Engineer Corps, was instructed by the Secretary of War in 1896 to examine the various routes proposed for a ship canal from the Great Lakes to the Atlantic, and to report on their feasibility and the probable cost of construction. He has just made his report. It is thorough and scientific, but it throws cold water on the entire ship-canal idea. Major Symons does not believe in a deep waterway to the sea. He thinks that the best plan to reduce the charges on Western products to the ocean is to enlarge the old Erie Canal so that boats of 1,500 tons burthen can pass through it, and he holds that cheaper rates can be secured in this way than by opening a route through which our Great Lake freighters can sail on to New York.

In considering the economic questions pertaining to a ship canal from the Great Lakes to the sea, says Major Symons, "one of the first facts brought to the attention of the investigator was that vessels which ply upon the ocean and those which ply upon the lakes are markedly different in their cost, construction and operation. So great are the differences," the engineer continues, "that I am convinced that the two cannot economically change places; that the highest and most profitable type of lake vessels cannot be used at sea, especially in the North Atlantic trade; that the ships fitted for use at sea cannot successfully compete in the freight business on the lake with lake vessels, and that while it is possible from an engineering standpoint to build a vessel which shall combine to a limited extent the particular necessities and advantages of both lake and ocean vessels, such a vessel would not be a good business enterprise. However carefully a vessel may be designed for services on both lakes and ocean, she must necessarily be a compromise between two widely differing types, and inferior to each on its own waters. She can neither carry cargoes on the lakes as cheaply as the lake ships, nor on the ocean as cheaply as the ocean ships; and even supposing that the advantage of the avoidance of transfer will more than make up for these disadvantages and the time necessarily lost in any canal that can be constructed, she would have this advantage for but little more than half a year, and the remainder of the year she must run at a loss on salt water as compared with other ships.

"I am convinced that if a ship canal were built so that vessels could pass from Lake Erie to the ocean, and it were found advantageous

to use the canal by large vessels, that as a general thing these would be the large lake freighters, and their cargoes would be transferred at the seaboard, either directly or through the medium of elevators, lighters, storage-docks, etc. The pleasing pictures of great ships loading with grain, flour and produce of all kinds at Chicago, Duluth, etc., and proceeding thence to transatlantic ports and arriving at these lake ports with foreign cargoes, I cannot believe will ever be realized to any great extent, even if a ship canal connecting the Great Lakes with tide-water should be built.

"The difference between the lake and ocean vessels for the carriage of freight may be illustrated by taking the latest models and highest development of each, describing and comparing them. The illustrations and descriptions indicate the main difference between the ocean and lake freight vessels of the most recent type. These main differences may be summarized as follows: Ocean vessels fitted for combating the storms of the North Atlantic are built much heavier, stronger, deeper and on finer lines than are the lake ships. The machinery differs radically, owing to the salt water, and is more expensive and differently placed. In the ocean ships surface condensers are imperative, and much brass or lead piping is required. The machinery, placed amidships, interferes with rapid loading and unloading. The hatches are too small and too few and not properly spaced to suit docks, elevators, etc., and the rapid handling of freight in lake ports. The coal bunkers are too large, occupying valuable room. All deck constructions, the rudder, anchors, chains, etc., are heavier and more expensive than are required for the lakes. The decks add weight and interfere with loading, storing and unloading bulky, coarse freight. Speaking comparatively, the bottoms of ocean vessels are made for floating and the bottoms of lake vessels are designed for grounding. The ocean vessels carry hoisting-engines and derricks for handling cargo, which on the lake vessels are unnecessary, as all lake docks are fitted with machinery for that purpose. Making long voyages, the ocean vessel has to carry many spare parts and tools for repairs, and skilled men to use them. A greater number of men are employed on ocean vessels than on lake vessels of the same class, and the officers of the ship must be practical sea navigators. For the same capacity, ocean ships ordinarily draw much more water than do lake vessels, and the cost per ton of carrying capacity is greater.

"Although, as previously stated, it is not believed that ocean vessels would to any great extent run through a canal to the lakes, or that lake vessels would run to distant seaports, yet the fact that they could do so would undoubtedly lead to a minimizing of transfer and port charges in New York and at lake ports. Practically the same thing would result from the inauguration of a system of large barge navigation with barges of about 1,500 tons capacity suited to traverse the lakes and to go, if necessary, to ocean coastwise domestic points.

"One of the benefits claimed for a ship canal by some of its advocates is that it would enable lake ships to go to sea and engage in the transportation business at sea during the closed winter period on the lakes. This is doubly impracticable, from the fact that the lake vessels are not fitted for service at sea either in hull or machinery, and would be particularly deficient in winter when the North Atlantic requires craft of the staunchest character, and also from the fact that the business field which they could enter would be fully occupied by vessels engaged in it all the year round."

We are willing to admit the force of Major Symons' statements concerning the construc-

tion of ocean and lake craft and the obstacles to using either in the element for which it was not designed, but this is by no means conclusive against the general project of extending to the Atlantic the deep-water navigation of the lakes. Grant that the grain cargoes would be transferred to ocean steamers at New York; there would still be the great advantage of a release from the elevator charges at Buffalo and the cost of the transfer there to small canal-boats. It seems to us that the same reasoning that induced the construction of the Saulte Canal and the improvement of the St. Clair flats and the Lime-Kiln Crossing near Detroit, so as to make a deep waterway from Duluth to Buffalo, are conclusive as to the wisdom of extending that deep waterway on to New York. There would certainly be a heavy reduction in freight rates if our heavy lake steamers could unload their cargoes at the wharves of New York, transferring them directly into the holds of the Atlantic steamers instead of putting them into the Buffalo elevators to proceed by the slow little boats on the Erie Canal.

There appears to be in the East a sort of Erie Canal superstition, which works against every proposition for deep waterway extension. The canal was a great thing in the days of our grandfathers, and lots of intelligent people still look upon it with reverence and do not want to see it superseded. When it was built, the old propellers on the lakes were not very much larger than the canal-boats; now our lake craft are so large that a single steam barge will carry over 200,000 bushels of wheat. The canal is obsolete. Let Congress open a broad and deep route for our interior commerce to reach the ocean.

THE SEAL CONTROVERSY.

The controversy with Canada about our right to prevent Canadian fishermen from slaughtering the seals in the open sea while the herds are on their way to the breeding-grounds on the islands which we own in Behring Sea, is fast approaching an acute stage. A treaty was negotiated recently between the United States, Russia, and Japan, in which each of these countries agrees to refrain from catching seals in the ocean. Great Britain, at the instigation of Canada, has refused to join in this treaty; so that, as the matter now stands, Canada has a free field for continuing her depredations on the seal herd. During his recent visit to Washington, Sir Wilfrid Laurier, the Canadian prime minister, said that no Canadian ministry could survive a week if it should abandon the right of pelagic sealing without some substantial compensation. The contention of Canada is that the waters of Behring Sea and the Pacific Ocean are just as open to their seal catchers as to their fishermen. Of course, they lean upon Great Britain to support this claim. Our contention is that the killing of the female seals on their way to the rookeries on the islands is rapidly diminishing the herds and will in time entirely extinguish them; and, further, that the extinction of seal life in Behring Sea would be a blot upon civilization. The selfish greed of a few Canadians who live in the British Columbia ports must not be allowed to inflict a serious injury upon the commerce of the world. In our purchase of Alaska from Russia, the value of the seals which yearly visit the small islands in Behring Sea was taken into consideration; in fact, we own the seal herds as well as the islands, and the United States has a right to protect these herds against Canadian poachers. In view of the pretensions of Canada, it looks as if the time is close at hand when the United States must draw off the gloves of diplomacy in the seal controversy, and show the mailed hand of force. The Canadians must be restrained from slaughtering

our seals in the open sea. If they will not refrain from doing this, after all the representations that have been made by experts of the danger of the extinction of seal life, then we must send gunboats and armed revenue cutters to capture their poaching vessels. This is probably the only way to bring them to terms. They are an impudent people because they feel that their littleness protects them, and because they believe that England, like a big bully, stands at their back ready to take up their quarrels and fight for them.

We need show no amiable condescension toward our northern neighbors in this matter. They have never displayed any kindness or courtesy towards our fishermen who catch cod and mackerel on the Newfoundland banks. This is an open-sea fishery, but, for the purpose of restricting and annoying our fishermen, Canada has refused them the privilege of buying supplies in Canadian ports, of landing to cure their fish, and of shipping their fish by rail through Canada to our home market. In fact, the Canadian policy, in this regard, has been narrow and illiberal to an extreme. In the seal controversy the right is manifestly on our side, and we would be justified in enforcing our demands by a resort to arms, if necessary. In our controversies with small nations the United States resembles a big, lazy, good-natured mastiff which permits himself to be barked at and snapped at by poodles, terriers and curs until he can stand it no longer. When the mastiff becomes thoroughly enraged, the little dogs take to their heels.

UNIQUE RAILWAY LITERATURE.—The general passenger and ticket department of the Northern Pacific Railway Company has issued a very unique "Key to the Klondyke" in the shape of a finely illustrated descriptive folder. On the first cover is a golden key; on the back cover, traced in the same yellow color, is a bit of map tracery which shows the route of the Northern Pacific line from St. Paul to Portland, Tacoma, and Seattle, the three ports from which Alaska-bound vessels steam. Thirteen pages of condensed matter inform the public respecting Alaska, the Yukon and the Klondyke countries, how to reach the various points of interest, what to expect of climate and conditions when one gets to the gold-fields, and all that. The distances one will have to travel, the time it will take, the cost of the trip, the outfit needed, together with a large and well executed map of the gold regions, are all given accurately and concisely in this interesting folder. It is in great demand, and, as anyone can have a copy for the asking, the passenger department bids fair to have its hands full for some time to come.

A PROBLEM FOR SCIENTISTS.—A petrified tree, cut into saw-logs, each log being about twenty feet long and over four feet in diameter, has been discovered seventeen miles east of Williston, N. D. There were five logs in the group, with the ends of each squared as though sawed off with a cross-cut saw. They lay upon the ground, almost level with the surrounding prairie, and on the edge of a deep ravine at least 300 feet above the Missouri River. The dirt had been washed from beneath the end of one of the logs, causing it to project out four or five feet. The logs are now solid stone, and, although the grain of the wood cannot be traced, it is reported that the bark remains in place and indicates the tree to have been some thin-barked pine or cedar. How long it took that tree to petrify, and how long ago that saw-mill was in operation, are interesting questions for the curious-minded—especially those who search for scientific facts.



A VOLUME of great practical value to newspaper men and to teachers in the schools and colleges of the State, is the "Legislative Manual of Minnesota" just issued under the supervision of Secretary of State Berg. Carefully compiled and edited by George E. Hallberg, it has also received good treatment at the hands of the printers, under the personal supervision of Chas. C. Whitney, superintendent of State printing. Its condensed history and description of the State and its resources, together with full illustrations of State institutions and the large amount of statistical matter given, make it very desirable as a book of reference. In point of skillful classification and arrangement, the manual is far in advance of those issued in past years.

ACCORDING to the newspapers, two enterprising Ohio people, C. B. Holloway of Holland and A. U. Gunn of Maumee, are getting their papers ready to make a claim to 7,000,000 acres of land in Minnesota, including the cities of St. Paul and Minneapolis, and are now at work in the General Land Office in Washington, with their attorneys, getting up the data. Their claim rests upon a grant made to their ancestor—Captain Jonathan Carver, in the last century by certain Indian chiefs. Carver was an English officer who explored the Upper Mississippi, in about 1760, as far as the mouth of the Minnesota, and went up the Minnesota in his canoes almost as far as its source in Big Stone Lake. The expedition was regarded as a very notable one, at the time, and on his return to England Captain Carver published a book, which is found in the libraries of most collectors of literature, relating to early travels in the Northwest. We published in this magazine about a year ago an account of the Carver expedition and a reproduction of the curious map which accompanies his book. Carver and his companions were hospitably received by the Indians along the Minnesota River. He magnified each tribe he encountered into a nation, and called the chief a king. With the eagerness of his countrymen to grab land all over the world, he obtained, from two or three so-called kings, concessions of large areas of territory. After his death his heirs set up a claim to this land, and the claim was the subject of a special message to Congress by President Monroe in 1822. Three years later the Committee on Private Land Claims of the House of Representatives made an adverse report, and the preposterous claim has been allowed to sleep ever since. Gunn is a great-grandson of Carver, and Holloway's wife is his great-granddaughter.

THE people of St. Paul and Minneapolis need not be alarmed lest the great-grandchildren of Captain Carver upset the titles to their homes and business blocks and take possession of their property. All these titles run back to the United States Government; the Government originally conveyed the land to the first settlers, and is the guarantor of the title. All that the claimants can hope to do is to get an indemnity appropriation from Congress, if they should succeed in establishing any legal right.

They will not, however, succeed in making out a good claim. The Government has never recognized the right of Indian tribes to convey title to the lands they occupy. When their pretended ownership has been extinguished by treaty, the lands have always become a part of the public domain and have been thrown open to settlement under the general land laws or under special enactments. The Indians have been regarded simply as occupants, not as owners of the land. All the country west of the Mississippi River was formerly owned by France and was bought from that country by the United States in what is known as the Louisiana Purchase. No tribal ownership was recognized by either country, and Congress is not going to recognize such ownership at this late day for the purpose of making multimillionaires of the descendants of Captain Carver by disturbing existing land titles in a large part of Minnesota. The Carver claim may safely be regarded as merely a curiosity of greed and impudence.

COL. DANIEL S. LAMONT, vice-president of the Northern Pacific Railway Company, is widely known in the field of national politics. He was a competent journalist in Albany when Grover Cleveland was governor of New York, and Cleveland formed so high an opinion of his ability that he made him his private secretary when he became president in 1883. During Cleveland's second administration, which began in 1893, Colonel Lamont was Secretary of War. He is a man of keen intellect and strong character, who will be sure to make himself felt in Northern Pacific affairs. Recently he made a thorough examination of the road and its land grant, to fit himself for his new duties. His home and office are in New York, but he will be in St. Paul frequently. He is a man about fifty years of age, is of short stature and muscular build, has blue eyes and light-brown hair and mustache, and he is energetic, but courteous, in his manner. He is an interesting talker, and he has the air of one who is thoroughly wide-awake and up to date.

AMONG the interesting pamphlets received from The Historical and Scientific Society of Manitoba is one on "Farm Life in the Selkirk Colony, by Rev. R. G. MacBeth, M. A. The author explains why the Selkirk colonists settled along the Red River on narrow farms—the general width thereof being ten chains frontage on the river—running back at right angles from it on the prairie. "When the Ontario people began to come into Manitoba," remarks the author, "they were greatly amused at 'our farming on lanes,' and pointed out the disadvantages of going a distance of two miles or more in order to cultivate the outlying ends of these river strips." But it is shown that there was method in this madness. Wells, suction-pumps, chainless wheels, etc., were almost unheard of

there in those early days, the river, aside from the swamps and sloughs, being the only source of water supply. Settlement along the river meant food supply, too, for the stream was then well stocked with fish, from "gold eyes" to sturgeon. These were not bad reasons for "farming on lanes," and the need of close settlement for protection against Indians and for church, school and social advantages, were still stronger reasons why they should not spread out over a broad expanse of territory. Farming was conducted in the most primitive manner. There were no mills until the Hudson's Bay Company sent an expert to build one near Fort Douglas. It was a crude sort of civilization, perhaps, but it represented progress, and its stability and virility are abundantly proven in the rich resources and splendid development of the Red River Country today.

THE annual report of the Smithsonian Institution for the year ending June 30, 1895, will be of great value to collaborators and to all others engaged in the promotion of knowledge. Following the report proper is a general appendix in which brief mention is made of scientific discoveries and investigations, and in which, also, are memoirs illustrating the more remarkable and important developments in physical and biological discovery, as well as showing the general character of the operations of the Institution. One of the memoirs is descriptive of an expedition to the famous cliff villages of the Red Rock Country, and the Tusayan ruins of Sikyatki and Owatobi, in Arizona, in 1895. The accompanying illustrations are very interesting. Another memoir treats of Indian settlements in Central America, and another of "Zoology Since Darwin." All these papers have been prepared with great care and may be regarded as important additions to modern researches. The report is a compendium of useful knowledge and altogether creditable to our national institute.



COL. DANIEL S. LAMONT, VICE-PRESIDENT NORTHERN PACIFIC RAILWAY COMPANY.

MINNEAPOLIS—THE FLOUR CITY OF MINNESOTA AS IT IS TODAY.

All our Northwestern cities received a serious check in their rapid development when the long period of hard times set in in 1893. Now that the business horizon is everywhere brightening, they are beginning to take stock of their achievements and to look ahead with confidence to a period of further growth. Minneapolis did not wholly stop growing in 1893; the school statistics of recent years, and the State census of 1895, show that there has been a very substantial addition to her population year by year. In fact, the city has now reached such dimensions that, like all large cities, it can count upon a certain natural growth, irrespective of outside influences, to increase its business. With the filling up of the agricultural lands of Minnesota and of the two Dakotas, and with the development of mining and other industries in the States further West, to draw upon Minneapolis as one of their nearest important supply centers, the general business of the city is sure to be much further enlarged, and an important addition to the population will come from this source.

Present estimates of the population of Minneapolis range from 200,000 to 225,000, and it is pretty sure that the Federal census of 1900 will find the latter number, at least, within its limits. As late as 1880 there were only 42,000 people in the place, so that almost the entire city of today has grown up within the recollection of men of middle age. The old-timers in Minneapolis recall very well the two struggling and puny villages which stood on either side of the Falls of St. Anthony, one bearing the name of the Falls, the other adopting a title half-Sioux, half-Greek; and the older pioneers recall the time when the first houses were built in these villages by settlers who had the dread of Indian massacre constantly in mind.

The handsome, modern city of today, which excites the surprise and admiration of all visitors from the old cities of the East, is a product of two causes—the power afforded for grinding flour, sawing lumber and running miscellaneous manufacturing industries by the falls of the Mississippi River, and, second, the energy, intelligence, zeal and public spirit of the early settlers, who saw the advantages of the location and who set to work with a rare unity of action and local patriotism to develop a large city at this point. "God made the country and man made the town," is an old proverb, and it took men, and good men, to make Minneapolis.

The first settlers came largely from Maine, New Hampshire and other New England States. They had the extraordinary talent for business possessed by the Yankee race. They had learned in their old homes the value of natural water-powers

and how they are set to work grinding grain, running saws, and turning spindles. They saw that the entire current of the Mississippi River, which here leaped over a limestone precipice and fell about forty feet, could be harnessed and utilized for general manufacturing purposes. They were able at an early day to secure an appropriation from Congress to preserve the falls from threatened destruction, caused by the erosion of the rocks, by covering them with a stout timber apron. This appropriation was made for the pretended purpose of preserving the navigation of the river above the falls. There never was any navigation there, to speak of, but the apron created one of the very best water-powers in the United States, and, with very small expenditures, the water was turned into lateral channels leading to the turbinized wheels of mills and factories.

It should here be acknowledged that the early growth of Minneapolis was a conflict in the face of unusual difficulties. The field for city building was already occupied by the older

town of St. Paul, which had grown up at the head of steamboat navigation a few miles down the river, and which had already placed its hand upon the trade of the new Northwestern Country. To establish a rival city only ten miles from the center of St. Paul was evidently a Herculean task, and it could not have been accomplished without the great advantage of the water-power furnished by the Falls of St. Anthony. St. Paul dates back to 1840, but it was 1850 before even a feeble start had been made in Minneapolis. When the railroad-building epoch began, Minneapolis could offer shipments of lumber and flour to the new roads—although she had very little money to put into their construction, and so it followed that all the roads building into St. Paul from the South and East, went on to Minneapolis to secure the business of the young rival town. In like manner, in later years, when railroads were built to the North and West and to the head of Lake Superior, striking Minneapolis first, they made their final terminals in St. Paul, ten miles down the river. Thus neither city obtained any advantage over its rival in the matter of railway facilities, nor can either boast of any advantage at this day. The two cities formed a double-headed railway center, and the trans-



HENNEPIN-COUNTY COURT-HOUSE AND THE CITY HALL, MINNEAPOLIS.



SCENE ON THE FLOOR OF THE MINNEAPOLIS CHAMBER OF COMMERCE.

fers of freight between the East and the West are now made at a point midway between them, known as the Midway Transfer.

The great epoch of growth for Minneapolis was during the decade from 1880 to 1890, when railway systems were extended throughout the Northwest and on to the Pacific Coast. Nearly all the fine public buildings and large business blocks and mills and factories, date from that period. The milling industry was expanded to such a point that Minneapolis became the greatest flour-making city in the world. Over 60,000,000 bushels of wheat are now required annually to feed her mills. Probably no one thing has so widely advertised Minneapolis as her excellent flour. It was here that the modern gradual-reduction process of milling, first used at Buda-Pesth, Hungary, was fully perfected. This process gets a much larger amount of flour from the wheat berry, and makes a much better grade of flour, than did the old millstone process. The Minneapolis millers became the kings of their craft, and Minneapolis flour is now known all over the civilized world as the best flour made.

The second great industry which developed the city is the sawing of lumber from pine logs floated down the river from the forests in the northern part of the State. As the prairies of Minnesota filled up with farmers, lumber was the first thing needed, and Minneapolis was ready to supply it. A class of very shrewd and successful business men arose here who obtained titles to pine lands on the streams which form

the Mississippi, organized enterprises for cutting the logs and running them down the river, and built extensive saw-mills and wood-working establishments. The two chief products of Minnesota are today wheat and lumber, and Minneapolis early placed her hand upon both of them. Thus, while St. Paul devoted herself mainly to trade, Minneapolis built mills and factories—which naturally employed a greater number of people than could find work in the stores and warehouses of the rival city. The competition between the two places was intense from the start. If one established a new industry, the other speedily followed with a rival in the same line; when one built a big court-house, the other built a bigger one; every local improvement in one was speedily duplicated in the other. From one point of view, this rivalry may be regarded as a source of weakness; for many feeble industries were established which soon came to grief; duplicate enterprises were set on foot which failed because there was only sufficient support to maintain one. On the other hand, it may truthfully be said that many valuable improvements in both cities would not have been made had it not been for the spirit of jealous rivalry prevailing in them.

As long ago as 1890, the census gave Minneapolis about 4,000 more people than St. Paul, and the disparity in population has been widening ever since. Most St. Paul men who are thoroughly familiar with the twin cities, now admit that the younger one has outstripped the elder city in the race and can fairly claim 25,000

to 50,000 more population. The jealousy and hostility prevailing during the boom period was a good deal dampened and subdued by the hard times, and it is probable that in the future the business men of the two cities will be more disposed to act together in efforts for their mutual advantage. Imitation will give way to co-operation, it is to be hoped, and jealous rivalry to mutual friendliness. We believe it to be the destiny of these two cities to become one great metropolis at no distant day. The interurban territory is already pretty well filled with suburban villages, with college communities and with manufacturing growths. Another period of active development will fill up this region so fully with homes and with business concerns that it will be impossible to tell where one city leaves off and the other begins. Then the inhabitants will begin to ask—"Why should we keep up two names and pay the expenses of two municipal organizations? Let us follow the example of Greater New York, and create here the great and undisputed metropolis of the Northwest, a city second only to Chicago among the cities of the entire Western Country."

Visitors in Minneapolis find much to interest them. Their attention is likely to be first attracted by the falls and the big flouring-mills; then they admire the well-built and well-paved business streets, such as Nicollet Avenue, Hennepin Avenue, and Washington Avenue, with their handsome stores and their constant bustle and activity. They will go to see the public li-

brary, which is a large and elegant brown-stone building, unquestionably the best library in the West. In the upper story is a gallery of good paintings, loaned by prominent Minneapolis citizens. Among the business edifices, those that reach farthest towards the clouds and are, therefore, most monumental in character, are the Lumber Exchange, The Guaranty Loan Building, The New York Life Insurance Building, The Masonic Temple, The Boston Block, and The West Hotel. The business constructions along all the main streets are creditable, however, and there is nothing raw or transient in their look. The handsome building-stones of Minnesota are used to a great extent, together with pressed red brick and the cream-colored brick, generally called Milwaukee brick. The streets are wide and well paved, and the electric-car system, starting in the heart of the city, reaches to the most remote suburbs. You can go from Minneapolis to St. Paul on electric cars that are as comfortable and almost as large as the first-class passenger coaches on steam railroads.

The University of Minnesota, located on the eastern side of the river, is the special pride of the city. It occupies a large number of good buildings grouped about the campus, and it has more students than any other great institution of learning in the United States, excepting Yale and Cornell. It is liberally endowed with the proceeds of a land grant given by the General Government, and it has a good library, excellent scientific apparatus, and a large corps of professors. It is a university in fact as well as in name, for it embraces schools of medicine, law, agriculture and mining, as well as the usual college courses. Public education in Minneapolis culminates in a very large and handsome school building constructed of stone, and the graded schools of the



THE BIG GUARANTY LOAN BUILDING, MINNEAPOLIS.

wards are noticeably large and well equipped.

The best point from which to see the whole city is the roof of the Guaranty Loan Building, reached by elevators. The business heart of the city lies at your feet and all around you—with its tall business blocks and office build-

ings, its elevators, mills and factories, its huge city hall and court-house, which is the largest public building in the Northwest; its hotels, and its railway stations. The course of the Mississippi River can be traced for over ten miles. In the near distance and in the east are the numerous buildings of the State University and the huge Exposition Building, used in late years as an auditorium for concerts and political conventions. The residence districts are so well shaded that in summertime they seem like parks. A silvery gleam here and there on the western horizon shows the location of a small lake. There is a chain of these little lakes reaching around the western outskirts of the city, and on their shores are beautiful boulevarded railways and many handsome residences. Lake Minnetonka, which is ten miles distant, is too far away to be visible; it is the most popular summer resort in the Northwest, and many miles of shore-line are occupied by hotels, boarding-houses and cottages, where thousands of people from the hot regions of the South come to spend the summer months. Large pleasure steamers ply upon the waters of this lake; excursion trains run to it from the two cities, and yachting regattas and rowing contests are frequent during the summer season.

The fine residences of Minneapolis are not massed upon a single street, but are scattered here and there in all the best parts of the city. Some of them are not only costly and handsome. Probably the most expensive among them is the home of ex-Senator Washburn. A striking feature of the residence district in Minneapolis is the large number of attractive houses of moderate cost, which show many new fancies in architecture and are evidently the homes of successful busi-



THE STATELY PHOENIX BLOCK, MINNEAPOLIS.

Martin N. Hilt, in rooms 207-208, is rental agent for this building.



THE HANDSOME BOSTON BLOCK, MINNEAPOLIS.

It is in this fine block that the Curtiss Business College is located.



BIRD'S-EYE VIEW OF MINNEAPOLIS—THE FLOUR CITY

ness and professional men who have acquired sufficient means for comfortable living.

A COMMERCIAL AND INDUSTRIAL VIEW OF MINNEAPOLIS.

Every great city feeds upon its physical or material resources. There is no large center of population that does not draw sustenance from its producing capacity. This may be truer of some cities than it is of others, but, in the main, it is a statement that will be found true in its entirety. Perhaps no city in our own country furnishes a better illustration of this point than Minneapolis. As shown in the preceding article, Minneapolis owes her very existence to the commercial and industrial enterprise of her founders. The houses that grew and multiplied within her limits drew their structural sustenance from mills and workshops. It was not an aggregation of residences; it was a multiplication of roof-trees, which sheltered toilers in growing and ever broadening industries. So the village became a town, and the town, attracting other wealth and enterprise, grew into the grand city of today.

If you visit Minneapolis in the month of December, 1897, and ask any resident what visible means of support the city has, he will tell you that it is a great flour and lumber market and a very important jobbing and manufacturing center. Yet the extent of these various industries is not always known or realized by even our own people of the Twin Cities. It is known, in a general way, that Minneapolis is the greatest

FLOUR MANUFACTURING

city in the world, but it is not known just what its milling capacity is. We will try to furnish this information; and, for the purpose of making it as intelligible and as interesting as possible, we will condense the facts at our command into a few broadly comprehensive statements.

Within the city of Minneapolis are twenty-

one flour-mills. The total manufacturing capacity of these mills is 61,083 barrels of flour per day, or 19,118,979 barrels per annum. Statistics of the actual flour output for 1897 are not available for this number of THE NORTHWEST MAGAZINE, but an excellent authority estimates it at not less than a round 13,000,000 barrels. The total production in 1896 was 12,874,890 barrels, and for the crop year beginning Sept. 1, 1896, and ending Aug. 31, 1897, the production amounted to 13,450,000 barrels. To show the remarkable development that has taken place in this industry, it is only necessary to say that in 1888, ten years ago, the total yearly output of the Minneapolis mills did not exceed 7,000,000 barrels.

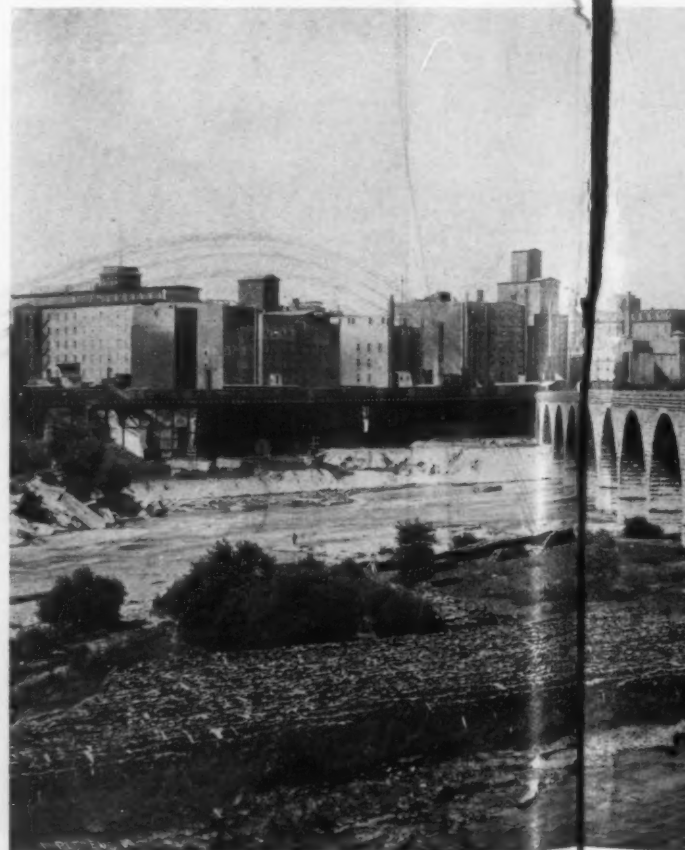
Of the 12,874,890 barrels of flour made by these mills last year, 3,717,265 barrels were exported direct. As the total exports of flour from the entire country amounted to only 15,885,836 barrels, it is seen that the Flour City supplied nearly a fourth of all the product that went to feed other peoples. Large as these figures are, however, they seem small alongside the statement that it required 61,000,000 bushels of grain to keep the mills running in 1896. This naturally leads us to consider Minneapolis as a grain market. There are thirty-seven elevators, their total storage capacity being about 30,000,000 bushels. The number of bushels of wheat marketed in the city during the calendar year 1896 was 69,568,870, the actual shipments having been 9,568,870 bushels. Within the same period there were 84,552,720 bushels of grain of all kinds received in Minneapolis, these primary grain receipts being larger than those of any other city in the United States. Such figures nullify the claim that an interior city cannot become a large grain market.

There is a wide margin of difference between Minneapolis flour and the

LUMBER INTERESTS

of the city, but they are of about equal importance to the Great Northwest. The gain in this line of trade over the output for 1896 is

very gratifying. In 1896 the total cut of the mills was 309,000,000 feet, the receipts about 65,000,000 feet, and the shipments 270,000,000 feet. During the present year the cut will be, in round numbers, 450,000,000 feet, the receipts 90,085,000 feet, and the shipments 291,990,000



THE FAMOUS MINNEAPOLIS FLOUR-MILLING DISTRICT, S



THE CITY OF MINNESOTA AS IT IS TODAY.

feet. The banner year was 1894, when the cut amounted to 492,000,000 feet. It is probable that the figures for 1897 would be considerably larger had it not been for the high water and the consequent shut-downs in July, and the fact that the mills made an unusually late start

in the spring. The lumbermen have done a very satisfactory business, however, and they will enter the new year with all the hope, courage and prestige which come from the increased value and volume of the current year's transactions.

THE JOBBING TRADE.

A continuation of the present increase in business will soon cause the wholesalers of this city to forget all about the dull period which followed 1893. Interviews with leading merchants justify the belief that few cities in the Union have witnessed a greater revival of prosperity in jobbing lines than Minneapolis. This is true of all lines—markedly so of dry-goods and boots and shoes. The cause is traceable to higher prices for agricultural products and to the renewed activity in mining and lumbering circles. Whatever benefits the Northwestern farmer, fruit-grower, stockman, miner and lumberman, results ultimately in generous tributes to Northwestern jobbers and manufacturers. Collections have grown better, and retailers are buying more freely and asking fewer favors. Strength and permanency in jobbing lines are indicated by the number of magnificent wholesale buildings that have been constructed recently. There is great activity in the wholesale districts, and consequent cheerfulness. Minneapolis men do not carry chips on their shoulders, so to speak, but they do carry full stocks, and they are in the market to compete with any and all comers. They seek trade—old trade and new trade. If a new field looks inviting, they enter it. So complete are their stocks, so favorable their terms, and so enterprising are their business methods, that few dealers now think it worth while to go farther East for their goods. There has been a revolution in this respect—a change as creditable as it is noteworthy. The situation in

MANUFACTURING LINES

is almost equally encouraging. Factories that are operated in connection with jobbing houses are now running full-handed and on full time.

These include pants, shirt and overall factories, the shoe manufacturing concerns, harness-makers, cigar-makers, etc. There are some factories, of course, that will require more time in which to recover from the recent long setback, but nearly all of them are showing marked progress, and another year of prosperity will see them operating on a larger scale than ever.

Prominent in Minneapolis manufacturing circles are the large furniture-making concerns, in which millions of dollars are invested. There are a number of very extensive plants, comprising two of the largest furniture factories in the country. In the parlor-furniture line are two plants that are said to have no equal in the West, outside of Chicago. Chamber and dining-room furniture are manufactured to a great extent, and there are also two large mattress factories. Great activity is noticeable in all these plants.

Of the new enterprises in industrial lines, the iron and steel rolling-mills are the most noteworthy. They will give employment to about 300 men, and add largely to the city's prestige as a manufacturing center. Grouping all these varied interests—flour-making, lumber-mills, furniture factories, shoe manufacturing, etc., etc., it will be seen that Minneapolis is one of the most important manufacturing points in the United States, and that its wealth and population are bound to keep pace with the ever increasing magnitude of its local industrial interests. Development is evident on every hand. One sees it in the many new residences that have been built this year; in the commercial districts; among the great mills and bustling factories; on the streets and avenues, and in the populous and always enterprising retail establishments. To think of Minneapolis is to think of progress; you cannot disassociate them any more than you can think of the Falls of St. Anthony without connecting them with the city's great flour-mills. Progress is the genius of the place.



MILLING DISTRICT, SHOWING STONE ARCH BRIDGE.

PEN SKETCH OF A GREAT JOBBING HOUSE.

Famed as the Flour City is for its great roller-mills and gigantic lumber industry, it is no less renowned for the wonderful growth and development of its mighty mercantile interests. Back of the hustling retail streets in Minneapolis are the massive blocks and capacious warehouses of the wholesale district. It needs only a look at the exterior of these great buildings to convince one that within them is conducted an immense volume of business. Over on First Avenue North and Fourth Street, for instance, is the magnificent commercial structure recently erected by the powerful wholesale dry-goods house of Wyman, Partridge & Company. It occupies an area of 132x162 feet, and it is seven stories and basement in height. It is a big building, so large that one wonders just what need a single concern can have for so much space. That is what we thought, anyway; and, as we were in Minneapolis for the purpose of studying its commercial interests, we did not hesitate to enter the building and thus prosecute our researches from its interior. No time was wasted. There was no red-tape process that made a long wait necessary, and in a moment we were in the roomy office of one of the busy managers.

These offices, by the way, merit more than a passing notice. They extend from the left of the grand entrance on Fourth Street to the rear of the building on First Avenue North, forming a handsome L on two sides of the ground-floor salesroom. We will not fatigue the reader with minor descriptions, but will condense the whole subject into the simple statement that for light, neatness, conveniences and commodiousness, there are few general offices that can vie with those of Messrs. Wyman, Partridge & Company.

The accompanying illustration shows the building in all its imposing grandeur. It is solid and massive, yet architecturally beautiful. The superstructure rests on a substantial stone foundation and is made of the finest pressed brick. Every room in this great jobbing house is well ventilated and thoroughly lighted. There are plate-glass windows on all sides, so that customers need never be "in the dark" when sorting up on stocks. We do not know what this commercial palace cost, but we do know that it was erected by and belongs to Wyman, Partridge & Company, and that Eastern dry-goods men concede it to be superior in point of construction, general business facilities and elegance to anything of the kind in the country. Large as the investment is, however, it represents a profitable investment and is a standing monument to the enterprise and progressiveness of its founders.

Four elevators convey one to any part of the building. Making this tour, an observant guest will note that the structure is absolutely fire-proof. Seventy-four thousand dollars' worth of steel alone was used. Another thing that is very noticeable is the absence of everything that can prevent attractive displays of the company's merchandise. Retailers that visit the house can make selections of goods without the slightest confusion, and the general conveniences on every floor are such that this can be done quickly. There is not room here for the mention of every point of excellence that is observable, but enough has been said to indicate the high structural character of the building and its perfect adaptability to a vast wholesale dry-goods business.

TWENTY-TWO YEARS OF PROSPERITY.

Since Wyman, Partridge & Company first opened their doors to the retail trade of the Northwest, over twenty-two years have gone by. They knew their business, conducted it with vigor and fairness, and reaped the bene-

fits. Four times, now, has the growth of business compelled their removal to larger quarters. The field explored reaches from Minnesota, Wisconsin, Iowa and Nebraska to North and South Dakota, Montana, and to all the Pacific Coast States. New territory is developed whenever circumstances warrant it; for, now that good times have returned—now that a new prosperity has blessed the Great Northwest, this strong Minneapolis firm stands ready to extend its trade into all natural channels. It is the beginning of another period of commercial growth and expansion, and the house in question will not be a laggard among competitors for new business. To carry forward this great enterprise requires the services of more than forty traveling salesmen. In the wholesale departments of the house are about 200 other employees, while the factory, which is entirely separate from the jobbing departments, gives employment to about 500 operatives. Add these figures and you will see that Wyman, Partridge & Company maintain an army of 750 employees. Add to this number the numerous members of the families that are fed, clothed and otherwise provided for by this firm, and you will understand what an influential factor one concern can be in the welfare and prosperity of a progressive city.

It follows that a tremendous volume of business must be done in order to justify the heavy expenses involved. In 1896 their business was quite satisfactory to the firm, and it is confidently expected that the volume of transactions this year will be still greater. The figures are large, but they stand for fact. Back of them is a firm that is known from New York to the coasts of Oregon and Washington, and every member thereof represents character, stability, and a high degree of commercial integrity. They have capital, experience, public confidence. Able men have been chosen to manage the various departments, and the great markets of the world are watched and visited by buyers whose judgment is keen and whose knowledge of goods is unerring. No city has better shipping facilities, and no house is able to command

more advantageous rates. Centrally located, with through lines and branch systems of railways tapping every section of the country, goods are distributed quickly and easily, and at rates which far-East shippers cannot duplicate. This is becoming more and more evident to Northwestern dealers, the great majority of whom no longer make long and expensive trips to markets that can, in the very nature of things, have little or no sympathy for either them or their home territory.

It does not seem necessary to speak of the details of this large business. It will be understood that the stock comprises full lines of all goods usually carried by the most extensive jobbers in dry-goods, and that these goods are bought and sold at prices which enable the house to compete successfully with all rivals. Aside from the general lines shown, however, are the special lines which the company manufactures. These consist of jeans, pants, the "W. P. and Co." brands of shirts, flannel-lined duck goods, overalls, etc., brands that are very popular and which are used extensively in all Northwestern States. When the company's factory was first started, the plant consisted of some half-dozen machines; now there are 400.

Not much remains for us to say. We left the house of Wyman, Partridge & Company confident that we had a story to tell, and that the story would be of exceeding interest to all who care to note real progress and enterprise. It was felt, also, that no story told in newspaper or in magazine could do justice to men whose broad intelligence and seemingly exhaustless resources have reared this vast and handsome pile of masonry, within which millions of dollars' worth of merchandise are sold annually. What is said here will be repeated in fact in all the region tributary to Minneapolis. The truthfulness of our story will be verified at every station on every railway line that runs to and from the Flour City. It will be seen in daily shipments of merchandise to these points, and from no quarter will there come stronger evidences of confidence and esteem, than from Wyman, Partridge & Co.'s host of retail friends.



THE NEW BUILDING ERECTED AND OCCUPIED BY WYMAN, PARTRIDGE & COMPANY, JOBBERS OF DRY GOODS, ETC., MINNEAPOLIS.

THE STORY OF A LARGE SHOE FACTORY.

A conspicuous example of Minneapolis enterprise in the manufacturing department of trade and commerce is seen in the immense plant of the North Star Shoe Company at the corner of Fifth Street and First Avenue North, an illustration of which is given on this page. Like everything else in the Great Northwest, the business of this company is conducted on a large scale. Big men are at the head of it, and big results have followed as a matter of course.

The other day, wishing to know something of the magnitude of the business done in the boot and shoe line by these well-known jobbers and manufacturers, we entered the spacious portals of the eight-story building and inquired for one of the proprietary managers. Having been conducted to the desk occupied by Mr. Walter Heffelfinger, we at once stated our mission and asked if he would kindly aid us in our search for knowledge.

"Certainly," he replied. "What is it you wish to know?"

"Well, THE NORTHWEST MAGAZINE would like to know when your business was established, how much capital it requires, and something about the territory you sell to."

"All right, sir; I will answer you categorically. The North Star Shoe Company was incorporated in 1873. Its capital stock is \$500,000. Our territory comprises the whole Northwest and includes, also, such States as Wisconsin, Northern Michigan, Iowa, and Northern Missouri. We likewise have men in the Indian Territory, in Oklahoma, and in Nebraska, Kansas, Texas, Colorado and Utah. It requires the services of thirty-four traveling salesmen to cover these broad fields; and, of course, we never lose a good opportunity to enter and cultivate new territory."

We did not ask any more questions just then. Our mind was trying to grasp the statement that this Minneapolis factory found markets for its products in sixteen States and two Territories, including far-distant Texas and Utah. It was not so very long ago that Eastern shoe factories, notably those in Massachusetts and in Rochester, N. Y., laughed at the competitive notion and fancied that they had a hold on the shoe trade of the country that would endure perpetually. And here this Minneapolis house, in little less than a quarter of a century, had gradually built up a business which had burst its original confines and was now selling Minnesota footwear in nearly half the States of the Union. A long and a quick stride, isn't it?

THE FACTORIES.

Some word on the subject led to a consideration of the factory itself. It is 82x140 feet in dimensions and seven stories and basement in height. Built on a stone foundation and constructed of fine pressed brick, the solid appearance of the structure impresses one at once and leads most naturally to the inference that a substantial concern occupies it. We were satisfied with this one factory; so, when Mr. Heffelfinger informed us that the company had another factory at Anoka, an expression of surprise escaped us.

"Oh, yes," said our informant; "we have another factory in Anoka, Minn., about seventeen miles from here. It has not been in operation long, but we employ about seventy-five hands there now, and will soon need many more. It enables us to make a judicious division of our manufacturing departments, and, as you will see further on, it is a positive convenience and a great help to us."

The Anoka plant is also in a commodious building, thus affording every business convenience. But it is of the home plant at Minne-

apolis that we wish to speak particularly. The building was built and equipped especially for the North Star Shoe Company. Traveling boot and shoe men from the East pronounce it the cleanest plant of the kind in the country, and one of the very best. The equipment is perfect. All the latest time and labor-saving machinery is employed. There are but few factories anywhere that can turn out more pairs of shoes daily under one roof. This statement will seem all the more reasonable when it is said that the average daily capacity of the Minneapolis factory is 3,300 pairs of finished shoes.

And all these shoes are made with the utmost care. They are not thrown together in a cheap and irresponsible manner. Only the best workmen are employed—only the choicest materials are provided. In the pattern-room are two men that were employed for years in the largest and finest shoe manufacturing in Rochester, N. Y. They are skilled men, and these Minneapolis manufacturers secured their services. The same may be said of all the departments, for expert men of large experience are in charge of each. This company is always looking for good mechanics and never experiences trouble in finding them. The factory runs the year round, and pays the best wages; and for these reasons good men are not afraid to enter its service.



MINNEAPOLIS PLANT OF THE NORTH STAR SHOE COMPANY.

As an illustration of this point, it may here be stated that the factory, which was started in the new building on the 26th of December, 1896, has run ten hours a day ever since, with the exception of five holidays and a loss of two days' time resulting from breakdowns.

FACTORY PRODUCTS.

The products of the North Star Shoe Company's factories are as varied as they are superior. There is a large constituency to supply, and the needs of this constituency are widely different. In a general way, the goods made comprise full lines of footwear for miners' and lumbermen's use and for prospecting purposes, and all the styles and grades of boots and shoes for men, women and children in towns, cities and country. This statement is comprehensive, we know, and quite brief; but it would be rather tedious work to make descriptions in detail. With two factories in operation, it has been an easy matter to so divide the work that one kind of goods are made in Minneapolis and another kind in Anoka. For instance, the former factory, employing 385 operatives, is devoted chiefly to the manufacture of shoes for men and women. Extremely popular grades are those which sell to retailers at \$1.50 to \$2.50, first-class goods that can be depended on every day in the year. A visit to the salesrooms—

for the North Star Shoe Company are jobbers as well as manufacturers—will convince any boot and shoe dealer that he need look no further for full and complete assortments of all kinds, all qualities, all sizes and all styles of footwear.

Two great specialties are made in the Minneapolis factory, specialties with which the trade are familiar. One of these consists of the "armor-plate" school shoes—which, if we were manufacturing them, we would warrant to stand kicking, sliding and stubbing until their age alone entitled them to retirement from further service. Parents want them and children like them; therefore it follows that dealers always keep them in stock and find them profitable goods to handle. The other specialty is the celebrated "Heffelfinger bicycle shoe." Neat, pliable, durable, and comparatively inexpensive, it has proven a boon to lovers of the wheel and a source of profit and satisfaction to retailers.

Heavier lines of goods are made in the Anoka factory. It is there that the company's well-known "Dom Pedro" and "Grain Creole" brands of footwear are turned out. Experience has taught the company just what kind of heavy boots and shoes are most satisfactory to miners, prospectors, etc., and the grades made in the Anoka factory meet every requirement. A strong line of men's satin-calf shoes are also manufactured here, selling at \$1.30 per pair, and affording dealers a good margin.

"Why did you start this plant at Anoka," Mr. Heffelfinger was asked.

"For business reasons, of course," he replied. "Moving all our heavy work from the Minneapolis factory will enable us to tune up our better grades of shoes, so to speak; and, considering that we have put into the Minneapolis plant five thousand dollars' worth of new lasts and engaged several of the best men we could find to act as heads of departments, we feel that we will be able to manufacture a line of shoes that will attract the attention of all who are looking for a strong and thoroughly meritorious line of goods. Another reason is the fact that we can turn out heavy goods at less cost in Anoka, and place them on the market at practically the same prices that we were charging before leather advanced. In a word, we find this division of work as advantageous to ourselves as it is for our thousands of customers, and it is our firm belief that we shall be able to secure and to take care of at least 25 per cent more trade than we have had during 1897."

"What would such an increase add to the total annual volume of your business, if the question is permissible?"

"The total volume of our business this year, so far as I am now able to compute it, will be at least \$1,750,000. Add twenty-five per cent to that and you will have a grand total of \$2,187,500."

Thinking that those figures would make a magnificent period to our interrogatories, we rested our case, thanked our courteous friend, and withdrew. Not, however, until we had learned that C. B. Heffelfinger is president of the North Star Shoe Company, W. W. Heffelfinger vice-president, F. T. Heffelfinger treasurer, and John A. Lucy secretary. A. S. Heffelfinger is a director, and he, with those named above, constitute the board of directors. At the head of a business which gives steady employment to 500 persons and amounts to nearly \$2,000,000 a year, these gentlemen occupy one of the most prominent positions that can be given them in the world of industry. Perfectly equipped factories, growing trade, and an unobstructed future, are the elements of prosperity which greet them at the close of the year 1897.

THE PACKING BUSINESS AT NEW BRIGHTON.

An enterprise of great importance to the Northwest is found in the extensive packing business that is being conducted by Mr. Philip Shufeldt at New Brighton, where the Minneapolis stock-yards are located. The entire plant is admirably situated and possesses a number of advantages that are destined to make it one of the very largest, as well as one of the best equipped, plants of the kind in the country. The New Brighton Stock-Yard Railway makes connection with the Soo Line, the St. Paul & Duluth line, the Great Northern road, the Northern Pacific Railway, and also with the Minnesota Transfer in the Midway

facilities can provide. That this fact is appreciated is shown by the constantly increasing demand for his prime products. The daily killing of 1,500 hogs and 100 cattle ought to keep the trade pretty well supplied, it would seem, yet the demand is so great that, during winter months, some cattle have to be bought at outside yards.

The packing business at New Brighton is indeed a promising industry, and that it will attain immense proportions in the near future now seems a foregone conclusion. Ample resources, large experience, good management, and its accessibility to shippers and consumers, will all operate to make it an influential factor among Northwestern industries.



THE PHILIP SHUFELDT PACKING-HOUSE AT THE MINNEAPOLIS STOCK-YARDS, NEW BRIGHTON.

District. It will at once be seen that, so far as convenience is concerned, the yards and other plants at New Brighton could not well occupy a better position. The travel there during 1897 has been at least fifty per cent heavier than it was last year. The passenger service is excellent, ten trains running to and from the stock-yards daily. Noticeable improvements are taking place constantly. In addition to the three older hotels that have been doing business there, there is now a new one called The Merchant's Hotel, erected at a cost of \$4,000. The spirit of enterprise is abroad in New Brighton. This, together with capital and an unexcelled location, is operating to make it one of the greatest live stock centers and packing points in the West.

The number of hogs killed at the Shufeldt packing-house runs from a thousand to fifteen hundred daily, or from 6,000 to 9,000 per week. If this average could be maintained throughout the year, it would mean a consumption of over 300,000 hogs per annum. This is an item for Northwestern farmers to consider seriously. It signifies a steady and an enormous demand for hogs, and that Mr. Shufeldt wants all the hogs he can get in order to keep his big plant running. No packing-house is better equipped for the work. Every modern facility is employed in dressing, curing and storing the products. And these facilities are being added to all the time. The proprietor is now engaged in building an extensive cold-storage plant and smoke-house, and it is understood that a large sausage factory is likewise in process of construction.

Cattle and sheep are also slaughtered at this plant. In a word, Mr. Shufeldt is in position to supply the Western and Northwestern trade with nearly all kinds of meats—the best that money can buy or that modern packing-house

estimate would give the feeders a profit of \$150,000 for the season's business. Such figures are far more eloquent than words. Columns of arguments would not have half so great an effect as the simple statement that the feeders of sheep at the New Brighton stock-yards cleared a profit of \$150,000 last year.

For 1897 the outlook is still brighter. Just now there are 175,000 sheep which are putting on fat at the New Brighton yards; others, under contract to come later, will swell the number for winter feed to over 200,000 head. Where do they come from? They come from Washington, from Oregon, from Montana, and from the Dakotas. They are owned by many different parties, and they are doubtless glad to get to these high and dry feeding-grounds. Though confined within the limits of several scores of fenced enclosures, this vast multitude of sheep are scattered over many acres and enjoy a good deal of healthful freedom. A better feeding, fattening and storage point could not be selected.

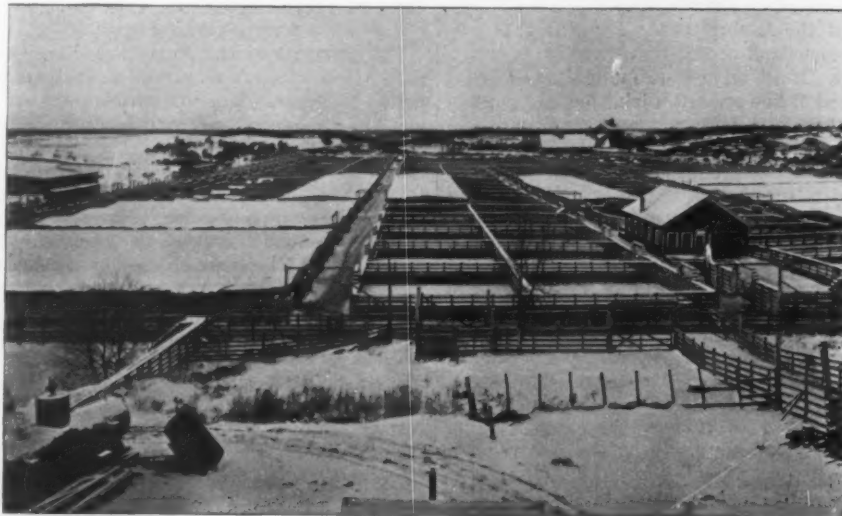
It requires twenty car-loads of mill screenings and ten car-loads of hay daily to feed these sheep. The screenings come from the great flour-mills in Minneapolis, and it is the nearness of these mills and the abundance of good food that makes New Brighton the most profitable point in the whole country, probably, for such a business. Parties that have fed sheep on cheap corn in Nebraska, do not hesitate to say that New Brighton is the better location, that the feed is cheaper and produces fat more rapidly, and that the mutton is of finer color and sells better in the market. These are a few of the reasons why the feeding industry at New Brighton may be expected to keep on growing until it reaches truly gigantic proportions.

Cattle are also being fed at these yards. At the present time there are over a thousand head there. A good deal of linseed oil-meal—produced so largely by the four linseed oil-mills of the Twin Cities—enters into their feed, and, as it is a wonderful producer of flesh and fat, it is used in connection with other feed with gratifying results. Mr. H. H. Brackett, the veteran feeder, is on his third year's feeding of cattle here.

Since July, 1897, the Minneapolis Stock-Yards have handled 1,212 car-loads or 277,620 head of sheep, 2,932 car-loads or 63,129 head of cattle, and the company is now handling a large number of hogs daily. The two packing-houses at the yards call for nearly 2,000 hogs and over 100 head of cattle per day, and, altogether, the outlook for the packing and stock-yards interests at New Brighton is exceptionally bright.

SCENES OF ACTIVITY AT THE NEW BRIGHTON STOCK-YARDS.

For some time the newspapers and other publications of the Twin Cities, aided by prominent contributors, have urged the advisability of feeding sheep for profit on the farms of Minnesota. That the advice was well given is a truth that can be attested any day at the Minneapolis stock-yards at New Brighton, now being managed by Mr. Joseph Roby. The feeding of sheep at that point has become a great and a profitable industry. During 1896 fully 100,000 sheep were fed there. When asked what the probable profit was on the feeding, the management replied that a conservative



A VIEW OF THE MINNEAPOLIS STOCK-YARDS AND FEEDING-GROUNDS AT NEW BRIGHTON.

A FAMOUS ELEVATOR SYSTEM.

When the now famous Peavey grain elevator system was organized in 1873, it comprised but one elevator,—and that elevator was located at Sioux City, Iowa. Today, after a lapse of twenty-five years, F. H. Peavey & Company are absolute owners of a system which embraces nearly 500 elevators and six terminals. The country drained by these elevators includes Minnesota, Iowa, Nebraska, the two Dakotas, Idaho, Oregon, and Washington. The terminals are Minneapolis, Duluth, Chicago, Kansas City, Omaha, and Portland. This one great system is composed of lesser-divisional systems as follows:

The Monarch Elevator Company on the Northern Pacific Railway, the Duluth Elevator Company on the Great Northern, the Peavey Elevator Company on the Chicago, St. Paul, Minneapolis & Omaha Railway, the Central Elevator Company on the Minneapolis & St. Louis line, the Pacific Coast Elevator Company on the Oregon Railway and Navigation Company's road, and the Omaha Elevator Company on the Union Pacific.

All these systems and all the elevators thereof are owned, controlled and directed by F. H. Peavey & Company from their offices in the Flour Exchange Building in Minneapolis, although each individual system has its separate management.

In a recent interview with Mr. Peavey it was learned that the total storage capacity of his company's elevators is over 30,000,000 bushels. It is claimed that this system embraces the largest number of elevators and the greatest storage capacity of any grain elevator system in the world. So far as the total volume of business per annum is concerned, that amounts to at least 50,000,000 bushels, eighty per cent of which is bought direct from farmers' wagons. It will at once be seen that this immense volume of business calls for practically unlimited financial resources, and, as a matter of fact, \$25,000,000 to \$30,000,000 are handled and paid out by the company every year. These figures are rather large for ordinary business men to grasp, but they do not appear at all wonderful to the men who direct this gigantic interstate commerce.

"Do you handle your own cars?" the writer asked a member of the company.

"Oh, yes," he replied. "We own five hundred cars."

"How many men do your various systems employ?"

"About one thousand," was the answer.

"What is your total investment in this vast system of elevators?"

"In the neighborhood of \$2,500,000," was the ready reply.

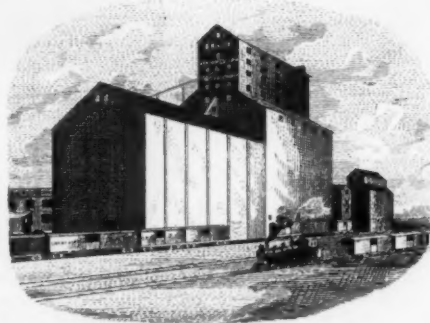
The benefits of so great a system of grain elevators to the States traversed will be apparent to every thoughtful reader. F. H. Peavey & Company have their own terminals, their own storehouses and their own cars. By means of these ready conveniences and facilities they offer primary markets that are of the first importance to farmers. They are their own shippers, and their splendid facilities enable them to pay good prices for their grain and to transport it cheaply. They create demand, put money into circulation, and in many ways encourage the development of the industrial Northwest. They do not represent a grasping monopoly; on the contrary, they are promoters of local growth and local enterprise wherever their interests extend. Few men in the Northwest are so noted and so esteemed for their generosity as Mr. Peavey, the head of these vast elevator lines. His liberality is attested by all classes of men—by the poor, by

worthy private and public institutions, and in other ways that the world knows not of. F. H. Peavey & Company's name and reputation do not belong to Minneapolis alone; they were both made in the bountiful Northwest, and the whole Northwest is distinguished by them.

TOLD OF THE NORTHWESTERN ELEVATOR COMPANY, OF MINNEAPOLIS.

One point in Minneapolis is especially interesting to those who wish to study complex business interests. Reference is had to Fourth Avenue South, corner of Third Street. It is here that three beehives of human industry nod at one another across the intervening thoroughfares. One is the Flour Exchange, another is the Corn Exchange, and the third is the Chamber of Commerce. Men of large affairs are found in the offices on these corners. Their daily transactions run into the hundreds of thousands—perhaps into millions, of dollars, for untold quantities of flour and grain are manipulated there diurnally.

One of the largest and busiest of the great concerns that have offices in the Chamber of Commerce, is The Northwestern Elevator Company. The president and treasurer of this company is D. M. Robbins, the vice-president is C. A. Magnuson, the secretary is Ormsby Soule, men who are well-known in Minneapolis and throughout the Northwest. Mr. Robbins



ELEVATOR NO. 1 OF THE NORTHWESTERN ELEVATOR COMPANY'S SYSTEM.

This elevator is located at Minnesota Transfer, and its capacity is a million bushels.

is one of the incorporators, while Mr. Magnuson joined the enterprise about a year later. They are men of great enterprise and broad experience, and the business conducted by them is of immense importance to a vast territory. It was established in 1882, sixteen years ago. At that time the company thought it was doing a pretty big business with seventeen elevators and one terminal; today it has 109 elevators and two terminals, both terminals being at Minnesota Transfer. None of this is leased property; every elevator and both terminals are owned by The Northwestern Elevator Company. In sixteen years' time the company has developed one of the most extensive grain elevator systems in the country—a record which may be contemplated with just pride in this closing month of the year 1897.

Where are these elevators located? It would call for too much space to name all the towns so favored, but it may be said, in a broad way, that they cover the larger and more desirable grain-producing areas of North and South Dakota and Minnesota. It is safe to say that much the larger portion of the grains handled is bought from farmers and unloaded from farmers' wagons. If this magazine had not always made it a point to encourage the location and construction of elevators at every available quarter in the Northwest—made it a

point to emphasize their value to grain-growing communities as primary markets and because of the better storage and shipping facilities which they provide, the subject might be enlarged upon here. But these advantages are patent to every thoughtful observer of events, and it is not necessary to dwell upon them. We do wish to state, however, that the total storage capacity of the company's elevators is 6,500,000 bushels, and that as much as ten million bushels of grain have been handled in one year. One of the elevators—No. 1, at Minnesota Transfer, has storage capacity for a million bushels.

Of course, a deal of money is invested in such an enterprise—for construction work, etc., probably not less than \$730,000; while the volume represented by the total annual operations—the money actually handled in transacting the company's business, cannot be under \$7,500,000. The business of the entire system is managed from the general offices in Minneapolis. Many men are employed, and large sums of money are distributed monthly. It is one of those vigorous corporations that have done so much to foster and develop our natural resources. Mr. Martin and his associates in business command universal respect, not only for what they have accomplished in a commercial way, but also for their high character as men and citizens. Minneapolis and the Northwest are fortunate in having such men—men whose enterprise extends beyond city and State limits, and whose fortunes, energies and great business abilities go to enrich and develop a mighty agricultural empire.

A GREAT FLOUR-MILLING ASSOCIATION.

When the North Dakota Millers' Association moved its general offices from Mandan, N. D., to Minneapolis, it added another giant factor to the flour interests of the Mill City. The Association is incorporated and has a paid in capital of \$620,000. It owns and operates eleven flour-mills, the combined capacity of these mills being about three thousand barrels per day. They are located at Moorhead, Crookston and Fisher in Minnesota, and at Grand Forks, Milton, Park River, Northwood, Mayville, Casselton, Bismarck and Mandan in North Dakota. A little multiplication shows that these mills, run to their full capacity of three thousand barrels per day, can turn out the enormous quantity of 936,000 barrels of flour per annum, without running on Sundays. It is thus seen that the North Dakota Millers' Association is one of the few great flour-manufacturing concerns in the Northwest.

Operated in connection with the mills are about seventeen grain elevators, the storage capacity of which is in the neighborhood of 700,000 bushels. They are all controlled by the Association, and the wheat stored in them is bought direct from the growers. That this results in great advantage to farmers and to the towns in which the mills and elevators are located, goes without saying. It helps to make good markets, and it also puts a large amount of ready money into circulation. Each mill is in competent hands. They use, collectively, an average of about ten thousand bushels of wheat daily—the choicest, highest-grade wheat grown in these great wheat States. The principal brands of flour made are "Gold Heart" and "Dacotah"—brands that are in very popular demand not only in this country but in Europe as well.

The offices of the Association were moved to Minneapolis, a short time ago, in order that the management might be in the very heart of the milling center of the continent. The business extends to all parts of the world. There

is a branch and a blending establishment in Buffalo, N. Y., another in Chicago, a third in New York City, one in Duluth, and agents represent the Association in all the leading cities of Europe. A visit to the offices of the Association in the Corn Exchange Building will introduce one to a busy scene. There is no noise, no confusion there, but every man in the connecting rooms is actively engaged in prosecuting his share of the duties pertaining to so vast a business. Nevertheless, they are a courteous lot of men—prompt, accessible, and thoroughly experienced in commercial ways and milling interests.

At the head of the North Dakota Millers' Association are the following well-known gentlemen: President, Charles H. Souther, Boston, Mass.; vice-president, Charles M. Harrington,

of the Van Dusen-Harrington Company, Minneapolis; general manager, H. R. Lyon. Men of large influence and capital are interested in the enterprise, and there is every reason for believing that it is on a solid business foundation. The management is conservative, yet vigorous. Naught is left undone that can extend the markets of the Association or increase the popularity of its products. Only the highest grades of wheat are used, and all this wheat is subjected to the best-known milling processes. In point of equipment, the mills are excelled by none in the Northwest. In these days of powerful competition there is one of two things to do—keep abreast of progress or retire from the field. The North Dakota Millers' Association will always be found among the progressive manufacturers of flour. With eleven mills,

seventeen elevators, ample capital and a daily output of three thousand barrels of flour, the Association is in position to exercise an important influence in the flour markets of the world. And it does.

THE G. E. GEE GRAIN COMPANY.

A man who has made a name and place for himself in Northwestern business circles is George E. Gee, president of The Geo. E. Gee Grain Company, of Minneapolis. When the writer saw him in his offices in the Chamber of Commerce building, recently, Mr. Gee's strong personality so impressed him that the time he spent in his presence passed unnoticed. He is a self-made man in very truth. Born on a farm near Janesville, Wisconsin, he lived there until



VIEWS OF SHEEP ON THE FEEDING-GROUNDS AT NEW BRIGHTON, MINN.

These views of sheep in the feed-lots at New Brighton, illustrate herds which are owned by Messrs. Bower Bros. of Stanford, Mont., Ralph Berry of White Sulphur Springs, Mont., J. B. Elliott of Highfield, Mont., J. E. and F. I. Bower of Oka, Mont., Howell & Sperry of Lovel, Wyoming, and Humphrey & Joslin of St. Paul, Minn. After the sheep are fattened, they will be reshipped to, and sold by, the popular live-stock commission firm of Geo. Adams & Burke Company, Union Stock Yards, Chicago, Ill.

twenty-one years of age. Since then he has had so general an experience that it would be hard to name a line of business that he is not familiar with. He has been the manager of a line of grain elevators in the Dakotas, has had experience in building elevators, and he has handled wheat and other grains in every conceivable shape. He knows a good deal about merchandise, too,—knowledge gained when he kept a store. In his interesting way he told us that he used to "sell farmers anything they wished to buy, and bought from them anything they had to sell." Telegraphy is numbered among his accomplishments, and we are not quite certain that he has not delved in electricity.

But all this varied experience has profited him. He is broadly informed; his mind is trained to grasp more than one thing at a time. As president of The G. E. Gee Grain Company, wholesale dealers in grain and feed, and receivers and shippers, he has won a reputation which ranks him among the most sagacious and successful business men of the city. He came into this business in 1884. The company is incorporated, and makes a specialty of the feed line. Consignments are received from the Northwestern territory generally. In fact, men are employed buying feed, in all sections of the country, for shipment to the New England States and other Eastern points. It is a big business, and a growing one.

SKI COASTING IN THE NORTHWEST.

It would not be at all strange if a wanderer to American shores thought it singular that there should be so great a diversity of winter sports. In England, and in many of the continental countries that are of comparatively small area, there are few popular pastimes that are not known and practiced in all sections; but in the United States it is very different. Here the distances and the climatic variations are so great that sports common to one geographical division of country may be wholly unknown in other divisions. There is snow in the Eastern and in the Middle States, but one would search long, and probably in vain, for snow-shoes and snow-shoe clubs. A visit to Duluth, in Minnesota, during the winter months, would be a revelation to those people. They would see outdoor sports that would make their old-fashioned sleds and skates seem tame, for it is in Duluth that the "Ski" and the "Ski Club" reign.

What is a "ski?" Well, to have that question answered properly, one ought to apply direct to The Marshall-Wells Hardware Company, of Duluth, since this company makes a great specialty of them and is mainly instrumental in introducing them to the great Northwest. However, the "ski" is made of a narrow and thin strip of perfectly seasoned selected woods that are capable of a smooth finish and are of great strength and elasticity. There is a block for the heel to fit over, and a strap for the toe to go under. Up in Duluth there is a "Ski Club," and some wonderful slides and jumps are made. The course starts from the Boulevard. After sliding two blocks, the runners come to a short, level space which, declining abruptly, sends them shooting out into space, and the distances jumped in this way are truly surprising. Sixty to 100 feet are made frequently; the longest jump on record being 127 feet. The jumper is expected to land on his feet and then continue his slide down the incline. Failing to recover his erect position, he usually has a good roll in the snow, but that does not discourage a "ski" man or a "ski" boy in the least, and he is soon up and at it again.

It is by all odds the most exciting way to "coast." There is a chance for skill, and the

sport is indulged in by all ages and by both sexes. Ski coasting is now very general throughout Minnesota, quite superceding the nearly obsolete sled. A very pretty illustration of a ski coaster will be found elsewhere in The Marshall-Wells Company's advertisement. This company—one of the most extensive wholesale houses in the West—have skis in the choicest woods for men and ladies. They are seven feet long, have beveled edges, swelled runners, grooved bottoms, and are ornamented and varnished. There are, of course, smaller ones for children's use, and larger ones for "cruisers." A catalogue will be sent on application.

PAPER-MILLS FOR MINNESOTA.

Sometime in October and November Mr. Horace V. Winchell spent several weeks in the region tributary to the Rainy River and Rainy Lake in Northern Minnesota. The cruise was undertaken for the purpose of getting some estimate of the amount of spruce timber that is tributary to the waters of Rainy River. It is not generally known that the spruce forests of the United States are disappearing very rapidly before the lumberman's ax. The pine is taken for lumber, but the spruce is converted into paper. The greatest paper-mills in the West are on the Fox River in Wisconsin, and they have nearly exhausted their supply. Already they have begun to go to Canada for the valuable pulp-wood, which they bring across Lake Superior in boats and then haul by rail to their mills. Spruce is now worth \$7 a cord. It is evident that with the Wisconsin mills making paper under such disadvantages, mills which are located on rivers whose headwaters have their origin in the greatest spruce forests now standing on the continent ought to have a very easy road to success.

State Fire Warden Andrews estimates that there are 1,050,000,000 feet of spruce in Northern Minnesota. It is Mr. Winchell's plan to convert some of this spruce into paper at Koochiching Falls of the Rainy River, using the water-power there generated to operate the mills. The success of this venture is largely dependent upon the proposed Duluth & Winnipeg Railroad. Mr. Winchell says that he is informed of certain important recent developments which assure the early construction of the road.

A WEALTH OF FUR GOODS.

Seldom have men and women been able to provide themselves with warm fur garments at so moderate a cost as now. One of the most enticing fur stores in St. Paul is Charles A. Albrecht's at 384 Wabasha Street. The stock is complete, the goods perfect, and no one tries to undersell this house. Mr. Albrecht has grown up in the fur business. He manufactures all kinds of fur garments to order, and he guarantees absolute satisfaction to his patrons. Otter, seal, electric seal, marten, ermine, astrachan, Persian lamb—every kind of furs, in fact, can be found in this enterprising establishment. Only skilled workmen are employed, and only finished articles in fur are permitted to leave the premises. People go there for muffs and boas, which are so fashionable this season, and for all the new designs in capes and the latest novelties in sacques and jackets. See Mr. Albrecht in person, or send for his catalogue.

THEATRICAL AND MASQUERADE COSTUMES.—The handsome catalogue of theatrical and masquerade costumes, and costumes for operas, cantatas, oratorios, etc., issued by Mrs. P. J. Giesen, of 316 Wabasha Street, St. Paul, is just what interested parties need. Mrs. Giesen is the leading costumer of the West, and can supply any and all demands in her line.



BARGAINS IN FUR AND CLOTH.

Our garments are reliable, high-class goods. Our December prices are WAY DOWN LOW. Anything you may need in our line it will pay you to write us about. Goods sent on approval.

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Orders by mail promptly attended to.

43 South Fourth St., MINNEAPOLIS, MINN.

IN THE BUSINESS WORLD.

Woolen-Mills of North Dakota.

Back in 1892, just prior to the recent long period of depression, an enterprise was started in Grand Forks, N. D., which has now achieved a very notable degree of prosperity. Reference is had to the Grand Forks Woolen Mills, which we take pleasure in illustrating in this number of *THE NORTHWEST MAGAZINE*. In 1892 the business occupied a modest frame building that would attract little attention; but good management and the excellent grades of goods made forced rapid development, and in 1895 it was necessary that larger quarters should be provided. So, in 1896, the new three-story brick and stone factory was built, with engine-house and warehouse additions. It is undoubtedly one of the finest and best-equipped woolen-mill plants in the Northwest. Nothing but modern machinery is used. The intricate—the

this, the products being in great and increasing demand throughout the entire Northwest.

We know of no greater compliment that can be paid to the management—President Geo. B. Clifford, Secretary and Treasurer A. P. Clifford, and Superintendent Claude Neilson, than the simple statement that they have established a new and prosperous industry in a great State. The mills require the services of about eighty employees and have been of untold value to the farmers of the State particularly and to the people of North Dakota in general. Grand Forks' fame rests in no small degree upon the reputation of her woolen-mills.

"Where Rails and Water Meet."

At the head of the Great Lakes, in the city of Duluth, where "rails and water meet," is the well-established jobbing house of the Mar-



MARSHALL-WELLS HARDWARE COMPANY, OF DULUTH, MINN.

shall-Wells Hardware Company, which firm was consolidated with A. B. Chapin & Company, wholesale hardware, under the name of the Chapin-Wells Hardware Company, which continued until the spring of 1893, when A. M. Marshall came from Saginaw, where he had been manager of the extensive business of Morley Bros., and purchased a large interest. The name was then changed to the Marshall-Wells Hardware Company, and the capital was increased to \$300,000, with Mr. Marshall as president and manager, as at present.

The vice-president, A. H. Comstock, was for many years cashier of the Home National Bank of Saginaw, coming to Duluth and this company on Jan. 1, 1895.

The treasurer, H. C. Marshall, formerly buyer in New York City for the Hardware Syndicate, came to Duluth Jan 1, 1896, to accept a position as one of the directors and as buyer for this company.

F. W. Parsons, the secretary, formerly of Buffalo, N. Y., has been with the institution from the date it began business.

Another of the directors is Ammi W. Wright, the well-known millionaire of Alma, Mich., who was one of the promoters and first president of the Duluth & Winnipeg Railroad, now operating about one hundred and twenty miles to the northwest, the completion of which in the near future, with other projected lines in the same direction, will open up an additional field for this house, which is rapidly making an enviable name for itself in this vast northern country, where its trade-mark, "Zenith," with the star and crescent, has been made so familiar to the trade. The company's general catalogue of 1,100 pages will be sent free to customers on application.

Enterprise in the Cream City.

A visit to South Milwaukee, Wis., the home of The Stowell Manufacturing and Foundry Company, is all that is needed to establish the fact

that it is one of the largest and most complete plants in the Northwest. Its machine-shops and foundry, fully equipped with japa-ning and nickel-plating outfits, occupy about eight acres. It was a year ago or so that this plant succeeded the Moore Manufacturing Company. All through the hard times it was kept in operation and employed 100 to 200 persons. The product consists of hardware specialties and is sold to the jobbing hardware trade in the United States and Canada. Among these specialties are barn-door hangers and rail, hot-air registers, pulley blocks, wire-workers' goods, shoe lasts and stands, iron and brass castings, light machine work, etc. Their celebrated 'Matchless Barn-Door Hanger and Stowell Parlor-Door Hanger' are well-known to the hardware trade throughout the entire country.



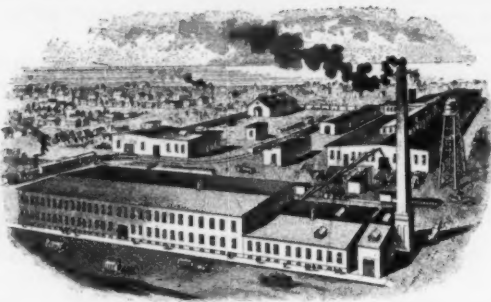
THE GRAND FORKS WOOLEN MILLS AT GRAND FORKS, N. D.

marvelous mechanism employed in manufacturing yarns, flannels, blankets, mackinaws, tweeds, cassimere skirts, head and shoulder-shawls, underwear, shirts, mackinaw jackets, etc., is the best that money can buy or modern ingenuity devise. Two million yards of yarn is an ordinary day's work for the spinning department.

No perfect is the machinery that any grade of yarn or cloth desired can be made by it; that is to say, the mill is prepared to carry the finishing process to any required degree of fineness or texture. And it is gratifying to know that the average quality of the goods manufactured at the Grand Forks Woolen Mills is very superior—equal to that of the foremost mills of the country. Indeed, the steady growth of the mill and its business is ample proof of

shall-Wells Hardware Company. The business done by this company covers the entire Northwestern country clear through to the Coast. Visit the house and you will find large stocks of heavy and shelf hardware, mining, mill, railway, contractors' and lumbermen's supplies, and a big line of the best cutlery, guns, bicycles, and sportsmen's goods generally. It is the most extensive hardware house in all that section, occupying over three acres of floor space, with 500 feet of frontage, at the foot of Fifth Avenue West, the shipping facilities being unexcelled anywhere.

The business was established about eight years since by the well-known firm of Wells, Stone & Company, of Saginaw, Mich., then conducting a large wholesale grocery business in that city as well as in Duluth. Later the



THE STOWELL MANUFACTURING & FOUNDRY CO., SO. MILWAUKEE, WIS.

The officers of the company are as follows: President, Hon. John M. Stowell; vice-president, George P. Jones; secretary and treasurer, Chas. E. Sammond. Mr. Stowell is also the founder and president of the Filer & Stowell Company. He has been in the machine and foundry business many years, and has served Milwaukee in the capacity of mayor, alderman and assemblyman. The success of his various enterprises is due largely to his good counsel and judgment. Mr. Jones is a Chicago man—president of the Moore Car-Door Company, whose product is manufactured by the Stowell Manufacturing and Foundry Company. He is also connected with the Metropolitan National Bank of Chicago, besides having other interests. Mr. Sammond is a son-in-law of President Stowell, and he is a business man of large experience. He used to be with the Filer & Stowell Company, of Milwaukee.

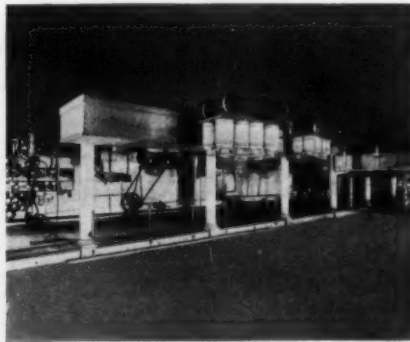
It is pleasing to know that the Stowell Manufacturing and Foundry Company is now operating all the departments of its immense business on full time and with a full and ever

nished. The company's machinery is in daily operation throughout the United States, Canada, Mexico and Europe.

Theo. O. Vilter is president and superintendent of the company, and William O. Vilter is secretary and treasurer. It is a great manufacturing concern, one that has achieved a solid reputation in all progressive countries.

Views of a Noted St. Paul Creamery.

Many eyes will look with pleasure upon the views given of The Crescent Creamery Company in this issue. "Crescent" butter and "Crescent" cheese are table luxuries used by thousands of the best families in St. Paul and



BUTTER-MAKING ROOM IN CRESCENT CREAMERY.



PACKING DEPARTMENT IN THE CRESCENT CREAMERY.

increasing force of employees. Its present is prosperous and its future promises grandly.

The Vilter Improved Corliss Engine.

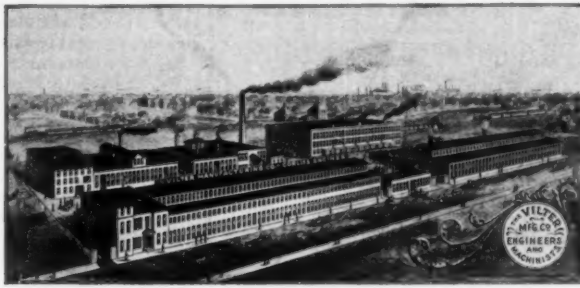
The Vilter Corliss Engine is built by the well-known and representative house, The Vilter Manufacturing Company, of Milwaukee, Wis. The company's existence dates back to the year 1867, at which time the business was started in a small way and gradually increased until it now occupies one of the foremost positions in its line in this country. The concern occupies a large tract of land with its new and commodious plant, embodying every facility for handling small and large work in the shortest possible time. The works cover about four acres of ground and were built in 1893, at which period modern tools and appliances were adopted.

The principal manufactures of the Vilter Manufacturing Company are Corliss engines, refrigerating and ice-making machines, and complete brewers' and bottlers' outfits; but complete power and steam plants are also fur-



OFFICE, STORE-ROOMS, ETC., OF THE CRESCENT CREAMERY COMPANY, ST. PAUL, MINN.

elsewhere. Absolute cleanliness, perfect purity, and the choicest qualities, are elements of popularity which tend to make Crescent Creamery products unrivaled. The illustrations show the company's location at the corner of Third and Minnesota streets, the spacious stock and shipping-rooms, the large, modernly-equipped butter-making department, and the neat packing-room. The Crescent Creamery Company does a very extensive business at home and away from home. Its superior products are in demand in all large cities, and it could doubtless sell much more than even its present large facilities enable it to make.



THE VILTER MANUFACTURING COMPANY, MILWAUKEE, WIS.

A Talk About Wheels.

Midway between St. Paul and Minneapolis, at what is known as the Minnesota Transfer, is the extensive plant of the H. A. Muckle Manufacturing Company, makers of as fine a line of buggies, phaetons, carriages, surreys, etc., as can be found in any carriage factory in the country. This company makes road wagons, spring-wagons, and delivery wagons, also, not to mention other styles shown in its large and handsome catalogue. So popular are these vehicles that they are now standard throughout the Northwest. While this great demand is due largely to the superior style, finish and beauty of the goods sold, it cannot be denied that another element of popularity consists of the celebrated "Muckle" wheels used, which, in point of strength, lightness, durability and elegance, are preferred everywhere. The Muckle full-swing gear is used, too. Take the company's new patent shafts and pole coupling, with Muckle's patent wheels and the Muckle full-swing gear between spring and body, and you have a vehicle that cannot be excelled anywhere.



STOCK AND SHIPPING-ROOM IN CRESCENT CREAMERY.

All modern facilities are commanded; every vehicle illustrates the latest improvements in carriage structure. The company can furnish rubber-tired and ball-bearing wheels of the most perfect description. The plant is complete, the products are sold to consumers direct at the lowest prices for honestly-made vehicles, and, all in all, this Twin City factory is in position to supply Western people with the best wheel goods in the market.

A Typewriter Census.

There are certain facts which the business public is always interested in knowing. In the financial world it can be told exactly how much money there is in the country per capita, and in the typewriting world—in Minneapolis, at least, it is known what proportion of the machines used are of the celebrated Remington make. On October 1, 1897, there were in service, in the eighteen principal and representative office buildings of Minneapolis, 817 typewriters, of which 577 (seventy-one per cent) were Remingtons, the remaining twenty-nine per cent being composed of ten other makes. This is a very suggestive statement.



Racine is to have a new \$8,000 Lutheran church, a new double-store building, and a \$30,000 spring factory.

A new hotel is being erected at Pelican Lake.

Business blocks are going up in Leon, Merrill, Plymouth and Oconomowac.

The new State high-school building at Black River Falls is completed. Its cost is about \$15,000.

Eastern capitalists will build a tannery at Marinette. About \$100,000 will be expended in the enterprise.

A plant will be put in at Waupun to manufacture Haywood's Automatic Incandescent Gas Machine.

A company has been organized at Merrill to erect a hotel at a cost of \$25,000, to replace the building recently burned.

Rice Lake's new barrel factory is about ready for business. It cost \$2,000. The entire plant employs nearly sixty men.

The American Steel Barge Company will erect new boiler and machine-shops at Superior. They will be equipped for the manufacture of marine engines.

New churches will be built in Portage, Stoughton, Stevens Point, Shiocton and at other points. This indicates improved conditions in all lines of industry.

The Great Northern Railroad Company has contracted for the erection of a car-shop and boiler-house at West Superior. The company's total improvements at this place will aggregate \$100,000.

Minnesota.

Buffalo is to have a saw-mill and planing-mill.

Springfield will have a new \$40,000 Catholic church.

Dawson's two creameries have done \$17,500 worth of business this year.

Ortonville's new water-works and electric-light plants will cost about \$18,000.

The Pioneer Pasteurizing Plant will erect a \$2,060 brick building for pasteurizing milk at Rush City.

New schoolhouses are contemplated for Dodge Center and Soudan. They will cost \$10,000 and \$9,000 respectively.

The Zenith Iron Company will erect several new buildings, including engine houses, machine-shops and a shaft-house, in Ely.

Red Lake Falls' new saw-mill will soon be running. When completed, it will be one of the finest mills in the State, and able to turn out 40,000,000 feet a year.

The Minneapolis iron and steel rolling-mill is now in operation. The plant cost a large amount of money and will furnish employment to about 300 men. It is one of the best-equipped mills in the country.

Business houses are either in course of construction or projected in Dawson, Pipestone, Winnebago City, Benson, Harris, and in many other towns. There is a general revival of building activity in all sections.

The total output of iron ore from the Minnesota ranges this year is the largest in the history of the ranges, amounting to 5,508,320 tons. These figures show an increase over last year of more than a million and a half tons.

It is said that Gen. W. D. Washburn, of Minneapolis, is at the head of a syndicate which contemplates constructing a line from that city to Anoka, Cambridge, Mora, Aitkin and Grand Rapids. At the latter point connection would be made with the Duluth, Superior & Western.

Winona has ninety-four manufactories that employ 2,215 hands, Mankato has 42 that employ 933 hands, Faribault has 34, with 80 employees, Albert Lea

has 32, with 264 operatives, Austin 27, with 230 employees, Rochester 22, with 181 hands, Owatonna 22, with 129 hands, and Waseca has 13 manufactories that give employment to 90 persons.

North Dakota.

Fessenden will soon have a new brick business block.

Mayville will have an elegant new bank building next spring.

The Minto roller mills, destroyed by fire a year ago, are to be rebuilt.

The Hillsboro starch factory has been crowded to its utmost capacity.

Wahpeton, always doing something, is now promised a new three-story business block.

Fifteen car-loads of potatoes were shipped from Oakes this fall, distributing \$2,500 among the growers.

The Bozeman *Avant Courier* says that there is "more building going on this fall than at any time for years past. The carpenters get \$4 a day, and there are more jobs than men to do them.

Grand Forks is reaching for a 10,000-volume circulating library. It will have it, of course. It is also going to have a couple of fine new business blocks on what is known as the Syndicate property.

Some \$30,000 have been expended in Rolla the present summer in substantial improvements, including a new hotel, enlarged school and church facilities, new business houses, residences, street improvements, etc.

The Grafton *Record* says that during the past month there were releases for real and chattel mortgages filed in the register of deeds office for Walsh County, to the amount of \$100,000. That tells a good story.

A new warehouse in Fargo will cost \$50,000 and be erected next spring. There is a movement on foot to build a large Episcopal cathedral there, too, which shall be headquarters for that denomination in North Dakota.

Rugby has a new court-house and a new Presbyterian church. Armerne has a new church, Bottineau has twenty-five new residences, Tower has a new elevator and a large brick schoolhouse, and other towns show similar progress.

South Dakota.

Lead Presbyterians are going to have a new \$6,000 church.

New churches are to be built in Parker, Big Stone City, and in Howard.

J. D. Hardin and others propose to erect a \$250,000 smelter in Deadwood.

Work is begun on the Sioux Falls brewery. It will be 150x200 feet in dimensions. Among other building improvements there is a two-story and basement business block.

New and important mineral discoveries continue to be made in the Black Hills, and the season of 1898 will undoubtedly be characterized by great activity in mining circles.

A traction engine was taken recently to Eureka to be used in hauling heavy train-loads of grain-wagons to the railroad station at Mound City. It has drive-wheels nine feet in diameter.

The Holy Terror gold-mine in the Black Hills has paid its third dividend of three cents a share. The gold output of this celebrated mine during the month of October was the greatest in its history.

Rapid City has two large flour-mills, a fire-brick factory, a Government land office and Indian school, the State School of Mines, good churches and schools, and all those facilities which go to constitute a modern town of the first-class.

Montana.

A new bank building is to be erected in Sand Coulee.

The statement is made that a \$40,000 to \$50,000 hotel will be built at Hunter's Hot Springs next spring.

It is estimated that between 1,000 and 1,200 fruit-trees have been delivered in Beaverhead County this fall.

An Eastern syndicate has bought the McCauley mine and mill at Livingston and will put up a 100-stamp mill at once.

The city of Anaconda will complete a new water-works system adequate for a city of 50,000. The supply

will come from Lake Hearst on Mount Hagglin, 8,200 feet high, by raising the banks of the natural lake twenty feet.

The Butte public library contains nearly 22,000 volumes. It is housed in a handsome building erected by the city at a cost of \$100,000.

The Rocky Mountain Bell Telephone Company has just completed a new building at Helena, at a cost of \$30,000. It will be division headquarters.

The property of the Golden Scepter Mining Company at Quigley has been bought at public sale by the reorganization committee. The price paid was \$459,529.51.

It is reported that a bonus of \$10,000 will be offered to induce the erection of a hotel building to replace the Macqueen in Miles City. A building to cost \$25,000 is wanted.

The Badger Canal Company, of Red Lodge, has been incorporated to construct an irrigating ditch from Rock Creek to Dry Creek, and from Dry Creek to Sand Creek.

The Bozeman *Avant Courier* says that the fine sixty-stamp mill at the Kennett mine, in Madison County, is to be in operation by January 1, making big money for its proprietors.

The Townsend *Star* speaks encouragingly of the Toston coal mines, located on Six-Mile Creek, about three miles east of Toston and fourteen miles south and east of Townsend. A good deal of development work has been done, and cannel coal is being taken out freely. It will prove a valuable industry for Broadwater County. It is expected that the Northern Pacific Company will soon construct a spur to the mines from Toston.

Idaho.

The shingle-mill at Sandpoint has been enlarged and now has a capacity for 60,000 feet daily, employing eighteen men.

The Emma mine, about a mile from Murray, up Gold Run, has been leased. It is said to be good property and it is well opened up.

The Latah Milling Company's saw-mill has been moved from Princeton to Lewiston, Idaho, where it will be run under new management.

The Waverly mine in the Florence District is equipped with only a two-stamp mill, but is turning out gold profitably. The average for October's work was a little over \$200 per ton.

It is reported that another rich placer deposit has been discovered near Elk City. A \$17,000 clean-up has just been made, and the deposits are said to be the richest yet discovered in the State.

A good deal has been done the past season toward making a permanent mining-camp of the Elk City District. It is expected that it will take a prominent position among Idaho camps next year.

The first sixteen-day run of the mill on the Banner mine in the Florence camp, resulted in nineteen pounds of gold, worth about \$3,300. It is a new mill and does not work its best yet. The ore is taken from a pay-streak ten feet wide, and part of it was milled from odds and ends taken from various parts of the workings. It is not the company's richest ground, and it expects to take out ore that will run two or three times the values given.

Oregon.

W. S. Byers, whose flour-mill was recently burned at Pendleton, Or., talks of rebuilding at a cost of \$80,000, the new mill to have a capacity of 500 to 1,000 barrels every twenty-four hours.

The Portland flouring-mills are to be driven by electricity, the power being transferred from the Willamette Falls. They will require 700 horse-power, which will grind 1,700 barrels of flour daily.

The Dalles *Times-Mountaineer* is authority for the statement that, since May 1, that town has built twenty-six new residences, three new business houses, and a new hotel. Two fine churches are being erected, and work has also been commenced on a \$15,000 school-house and a large warehouse. This is a pretty good showing for one year.

With farming, stock-raising, fruit-growing, the sheep and wool industry, hop-fields, mining, the fisheries, and lumbering, Oregon holds out very inviting resources to those who wish to settle in the new Northwest. The State has been exceptionally prosperous the past season. Towns have been improved, indus-

tries have been encouraged, and farmers have money to pay debts with. The outlook for Oregon is bright.

Oregon is making rapid strides toward first position in the sheep and wool lines. It has occupied second place for some time, Montana leading Oregon by a rather narrow margin. Last year Montana sold her sheep and Oregon bought sheep, so that this year the latter State crowds the former very closely for first place. Oregon's 1897 output of wool being about 20,000,000 pounds. Another prosperous season will see this great output increased largely.

Washington.

Tacoma's new city directory indicates a population of 42,450.

The Everett nail-works recently shipped 2,500 kegs of nails to San Francisco.

Rosalia is to have a bank in the near future. It will have a capital stock of \$25,000, and all the stock will be owned by local parties.

The Ilwaco Tribune says that over 6,000 bushels of cranberries were harvested from the Shabot marsh in Pacific County this year.

A German syndicate is reported to have bought a group of thirty-three claims on Troublesome Creek, near Index. The Great Northern road is said to be interested in the deal.

It is reported that the Northern Pacific Packing Company will rebuild its cannery, burned at Blaine about three months ago, and that the new plant will be much larger than the old.

Northport, the home of the new Le Roi smelter, has a population of 1,125. When the smelter is completed and in operation the population will be increased to about 1,500. It is sure to be a good town.

About six months ago an experimental plant was erected at Seattle for the treatment of refractory ores by electrical processes. It is claimed that the plant can reduce rebellious ores at a cost of \$2 to \$3 a ton.

During October Olympia shipped Eastward by the N. P. 12,240 pounds of shelled oysters and 18,000 pounds of oysters in the shell, and 2,746 pounds of shelled clams and 1,872 pounds of clams in the shell, besides large quantities of oysters and clams to Puget Sound points and Oregon.

The Golden Tunnel mine in the River District, King County, is showing up well. It is a natural tunnel sixty-five feet long, twenty feet wide and twenty feet high from top to bottom, with stringers of copper and gold ore from three to five feet in width in the face carrying values of \$25 to \$100 per ton.

The Blaine Journal says: "With the largest cannery and the grandest salmon-fishing grounds in the world, Blaine should contemplate the future hopefully. Prospects never were brighter. Blaine's industrial payroll is larger and on a more permanent basis than ever before, and the new year will doubtless witness material advancement in industry, commerce and building."

According to the Ilwaco Tribune, that town, "with new buildings just completed and others in course of construction, looks as bright as a new dollar. Streets are being improved in a substantial manner. New enterprises are being projected, and, altogether, the outlook is both bright and encouraging." Similar good news comes from nearly every town in the State. Washington is prosperous.

The Bossburg Journal says: "Wednesday we were shown samples of rock with streaks of pure gold running through it. The rock was taken from a prospect in the Bossburg mining district. We have seen several pocket-pieces of free-gold quartz extracted from different mines in the world, and the specimens exhibited in town Wednesday equals the best of them, and the beauty of it is that there is plenty of the same kind of stuff within a dozen miles of Bossburg."

Canadian Northwest.

It is said that work on the Grand Forks (B. C.) smelter will begin within ninety days.

It is quite probable that the long-pending deal for the sale of the Le Roi mine at Rossland to a London syndicate has been practically closed. The price is said to be between \$5,000,000 and \$6,500,000.

It seems to be the general opinion in Rat Portage, Ont., that J. F. Caldwell, owner of the famous Sultana mine in that district, has been offered \$1,500,000 for his mine. Negotiations are still pending, and it is more than probable that the property will change hands

soon. A sale of this magnitude would mean a great deal to the Lake of the Woods, Seine River and Rainy Lake districts in Ontario.

The syndicate that bought the Virginia property near Rossland, recently, will begin development work at once, which includes a double-compartment shaft. It is regarded as a notable event, since it is understood that the syndicate is prepared to push the shaft down with all possible speed until the value of the property is fully demonstrated. It is reported that the sum of \$100,000 is available for development purposes if needed.

The Spokane & British Columbia and the Vernon & Nelson telephone lines are now open for through business to Nelson and intermediate stations between Rossland, Trail and Nelson. This is the first telephone line from Spokane to Nelson, B. C. The distance between Nelson and Rossland is fifty miles, and the construction of this line gives Nelson direct telephonic communication with Spokane, a distance by wire of about 220 miles. The line now connects with Spokane, Rossland, Trail, Deer Park, Clayton, Loon Lake, Springdale, Shewelat, Addy, Colville, Meyer's Falls, Kettle Falls, Marcus, Bossburg, Marble and Northport. It is a metallic circuit, and, should either of the wires go down, a ground circuit could be established with the other without seriously interfering with any business that might be going on.

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Fifty-six Years Old with Vigor of Thirty-five.

519 Guaranty Loan Bld'g, Minneapolis.
GENTLEMEN:—Kindly accept my thanks for the great benefits received from the use of Dr. Charcot's Kola Nervine Tablets. At the time of commencing its use last July, I could not read, without my glasses, the signs on our business streets; could not retain on my mind a matter of business sufficiently long to get to the street from my office, and could not call the names of my intimate friends, and would frequently get lost in parts of the city where I had been a daily visitor for the past seven years. I attributed my condition to advanced age. Thanks to Kola Nervine Tablets, however, I am satisfied that I am today in as good condition, in every respect, as I was at thirty-five. Anything that will accomplish such wonderful results as this should be heralded to the world. I might add, for the benefit of the public, that this testimonial is given without any solicitation on your part whatever.
Yours truly, W. S. SWETT,
Mgr. Mass. Mutual Life Ins. Co.

Dr. Charcot's Kola Nervine Tablets give new life, strength and vigor to the debilitated. A trial will convince you. At druggists or mailed direct, 50c and \$1 per box. Write for testimonials.

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Deposits..... 112,517.05
Cash on hand and due from banks..... \$44,021.00
Demand loans secured by wheat, etc..... 8,000.00
Loans and other assets..... 87,281.80
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909 New York Life Building, Minneapolis

A MAGNIFICENT CHURCH BUILDING.

The completion of the new Westminster building at Nicollet Avenue and Twelfth Street, in Minneapolis, adds another beautiful edifice to that city's long list of churches. It has a frontage of 180 feet on the avenue and of 260 feet on Twelfth Street, and in exterior design it is an adaptation of Roman Gothic. The interior is arranged in amphitheatral style, with semi-circular seating, the general treatment of the detail being in Gothic. Two large towers help to give the church its imposing appearance. The main audience room has seating capacity for 1,000 people, the gallery, which extends round the room, seating 600 more. All the furnishings and decorations are of choice designs and exhibit a refinement of taste that is in perfect keeping with the character of the edifice. In the rear of the building are found the chapel, the Sunday-school rooms, and the parlors. The chapel will easily seat 1,200 persons. A study and a reception room have been provided for the pastor, and investigation shows that no modern church-and-chapel conveniences have been omitted. There is a kitchen, a serving-room, pantries, sewing-rooms, choir-room, etc., etc., each furnished appropriately—each having all needed facilities. Constructed of native blue limestone, rock faced, with trimmings of Ohio sandstone, the general effect of the building is as substantial as it is elegant. It cost about \$85,000, and will be formally dedicated the first of the new year. Among those whose skill assisted in making this one of the handsomest houses of worship in the Northwest, are the following well-known Minneapolis business men:

H. N. Leighton Company, general contractors of the building; Lawrence A. McIvor, who wrought the beautiful interior decorations; Charles S. Sedgwick, architect, whose skill, aided by Mr. Hayes, designed the building; Whittelsey Gas & Electric Fixture Company, who supplied all the superb electric-light fixtures; Forman, Ford & Company, whose stained-glass, as seen in this edifice, represents some of the highest-class work of the kind ever executed in this country; the Moore Heating Company, who furnished all the steam-heating apparatus; the Northwestern Mantel Company, whose skill is seen in the elegant marble work and tiling; the D. & D. Electric Manufacturing Company, builders of the electric motor which operates the ventilating fans in the church; and, lastly, the Liljengren Furniture Company, providers of the elegant pulpit and platform furniture, which, without exception, it is said, illustrates the finest and most artistic work in that line in the whole Northwest. The communion table is also an example of perfect work, both in design and finish. It speaks well for Minneapolis that it contains men and firms that are every way competent to execute commissions of so high and so exacting a nature.

FURNITURE FOR THE HOME AND OFFICE.

The New England Furniture and Carpet Company, that immense house-furnishing firm of Minneapolis, have issued a catalogue which contains pictures, descriptions and prices upon every article needed in one's home, whether it be in town, city or country. Here is what they say:

"We are prepared to make savings to all who desire to newly furnish or refurnish their houses,—from Lake Michigan to the Pacific Coast,—and if your readers will send and get our mammoth catalogue, they will be convinced that we can make important savings for them in purchases of that kind. We willingly give information when requested, and make estimates for every class of house furnishings."

DR. G. F. LAPAUL,
Minneapolis.

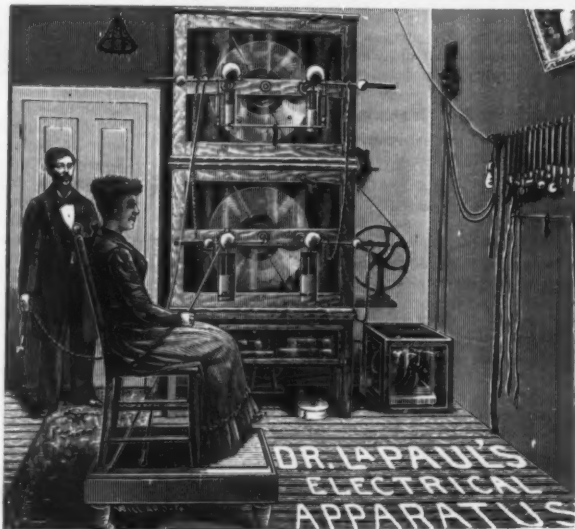
Corner Fifth and Nicollet, over Yerxa's.

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We do not sell dry goods, groceries, boots and shoes, clothing, or anything but HOUSEFURNISHINGS; but there is nothing for the home but what we can supply **BETTER, QUICKER and CHEAPER** than any establishment in the country. **TRY US!** Mention **THE NORTHWEST MAGAZINE.**

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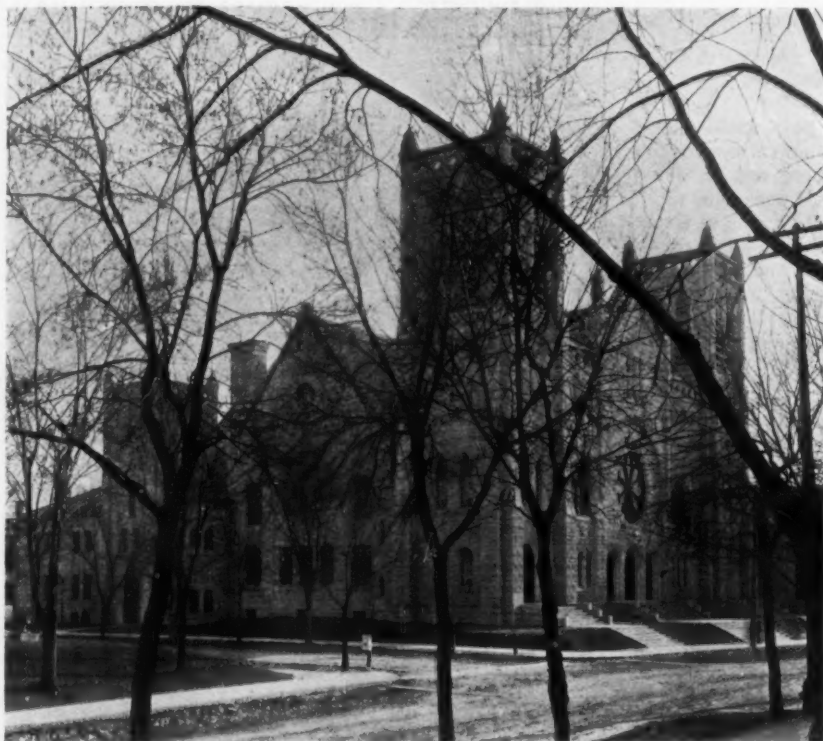
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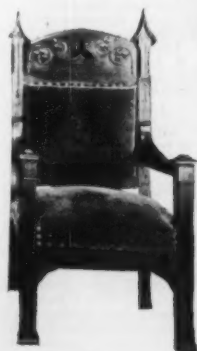
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A GLIMPSE OF RAILWAY LUXURY.

The following illustration of a section in one of the superb buffet-parlor cars now being run on "The Northwestern Line"—the C., St. P., M. & O. Ry.—between the Twin Cities and Chicago, will show how daytime travel can be made a positive luxury. There are two of these cars, one named after Minneapolis, the other after St. Paul. They are sixty-eight feet long and cost nearly \$18,000 each. The furnishings are rich and handsome, and the finish is in polished St. Jago mahogany, inlaid with white laurel wreaths and leaves. Pintsch gas chandeliers supply the necessary illumination. In the body of the car are twenty-two easy plush-covered revolving chairs, each opposite a huge window that is hung with silken draperies and provided with sliding shades. There are numerous mirrors. In one of these cars is a large toilet-room for ladies; at the other end is the elegant buffet-room, back of which is a capacious smoking-room and a toilet apartment for gentlemen. You can get as much or as little as you like at the buffet service—a cup of coffee or a full meal, and charges are moderate. One of these cars runs from Chicago to the Twin Cities, the other from the Twin Cities to Chicago. Leaving Minneapolis at 7:35 and St. Paul at 8:15 A. M., the train will reach Chicago at 9:55 P. M. Leaving Chicago at 8:15 A. M., the other train will reach St. Paul at 9:55 and Minneapolis at 10:25 P. M., thus affording a quick and most luxurious transportation service.



SECTIONAL VIEW OF THE SUPERB BUFFET PARLOR CARS USED ON C., ST. P., M. & O. RY.

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THIS OFFER IS GOOD FOR 30 DAYS ONLY

We make this Special Unprecedented Offer to Quickly Introduce and Obtain Agents in New Localities.

To quickly introduce and obtain agents in as many new localities as possible for Dr. Horne's New Improved Electric Belts and Appliances, we have decided to sell for 30 days only, our No. 4 Dr. Horne's New Improved Regular \$20.00 Electric Belt for only \$6.66, a price that will make it possible for every person reading this advertisement to get one of our best Belts at a nominal price. Never in the history of our business have we offered to sell this Belt at such a price, but we want an agent in your locality, and we believe that if you buy a Belt you will be so well pleased with it that you will either act as our agent or help us to get one.

Remember, the Belt we are offering you for only \$6.66 is our No. 4 Dr. Horne's New Improved Regular \$20.00 Combination Belt for men or women. It is adjustable and can be worn by any member of the family. Suspensory free with every male Belt. It is the best Belt we manufacture; in fact, the Best on Earth, and we make no exception to this statement. We have sold hundreds, yes, thousands of them, up to \$40.00. There is not a family but what should have one of these Belts, as it is the best and cheapest doctor, and you do not have to go out of the house to get it. It will last you for years with proper care, and will save itself in doctor bills ten times over. These Electric Belts have cured thousands and will cure you if you will only give it a trial, as the many testimonials which we publish in our catalogue will prove.

YOU RUN NO RISK IN DEALING WITH US.

We do not ask you to send any money in advance. If you want one of these Belts we are perfectly willing to send it to your nearest express office, C. O. D., so that you can see and examine it free of any cost, just the same as if you came into our office or go into any store, and if you are perfectly satisfied with it, pay the express agent the price of the Belt and express charges and take it; otherwise it will be returned to us. Can any fairer offer be made you than this? We are the only manufacturers of Electric Belts who send Belts C. O. D., without asking one cent in advance. If you wish to send cash with order we will prepay all express charges and guarantee the Belt to be exactly as represented, or forfeit \$100.00.

WE HAVE NOW OFFERED YOU AN OPPORTUNITY OF YOUR LIFE and if you do not accept it you may be sorry for it, as we shall never again offer this Belt at such a price. It seems needless to say that we are sustaining a loss on every Belt we sell at the above price, but it is cheaper to introduce them in new localities in this way than to send traveling men to do it for us. If you want one of these Belts

CUT OUT COUPON and send to us with your waist measure in inches. Don't delay. Order today if possible, otherwise you may forget it.

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P. S.—If you have none for an Electric Belt please hand or mail this advertisement to some one that you know, who is not enjoying good health. By doing this you will favor them and us. We want a good agent in every locality to whom we can give steady employment. We only employ those who have used our Belts and can speak of their merits from personal experience.

REFERENCES:—As to our reliability we refer to any Express Company, any Bank in Chicago, and the many thousands all over the United States who have used our Electric Belts and Appliances during the past 20 years.

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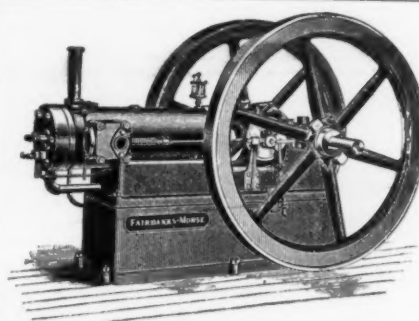
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One of the oldest, most reliable jewelry houses in the Northwest; established in 1875.

We have dealt for the last few years exclusively in diamonds and watches and negotiating loans. We recently bought the bankrupt stock and part of the fixtures of one of the finest retail jewelry stores in St. Paul. We have opened an elegant, newly furnished store on the ground floor, and are carrying now a full line of the latest new goods from the factory, consisting of the following:

The latest cuts and finest quality in cut-glass, in fruits and nut bowls, salad bowls, celery dishes, creamers and sugars, water bottles and lovely pitchers, cologne bottles, spoon holders, tobacco jars, champagne goblets, champagne cups, beautiful cut-glass tumblers, small-size half-tumblers. The latest designs in decanters, cracker jars, puff boxes, etc. \$75.00, worth \$100.00—Cut-glass punch bowl; the base and bowl separates; the latest design, elegantly cut; the bowl is 12½ inches across the top; height 9½ inches; the bowl sets on a beveled mirror; the frame is mounted in gold-filled, artistically wrought; the mirror stand is 2½ inches in height; the ladle is sterling silver, gold bowl, with a beautifully wrought cut-glass handle piece. Also a full line of solid silver knives, forks and spoons; also in best quality of plate, sets of fork and spoon, sets of coffee spoons both in silver and in plate, in cases and without; nut crackers and picks; large and small ladles with plain and gold bowls, sugar spoons of the latest designs, jelly spoons, pie knives, bon bon and souvenir spoons, ink stands in sterling silver, and all manner of novelties, such as grape shears, knives, baby rattles in pearl and solid silver, calendars, cream jars, manicure sets, hat brushes, paper knives and thermometers, Parisian metal bronze belts with elastic chain, with gray silver finish, some in gold and other colors; beautiful chateaines from \$5 to \$25, gold and silver purses. We also carry silk umbrellas with handles inlaid, some with ivory, gold, etc., and the latest Parisian designs; elegant and late designs in silver-plated sets, fruit dishes, baking dishes, bread trays, knives, forks and spoons; fancy little gold clocks, French imported clocks with gold and hand-painted, with candelabra gold ornamental pieces.

In connection with our bankrupt stock and forfeited pledges we embrace the largest stock of diamonds that is handled by any retail house in the Northwest; a fine and varied stock of watches, lady's and gent's, gold and filled, some set with diamonds; chateaine watches in silver, oxidized, black and handsome enamel back.

We carry a strictly railroad watch that we consider the best that has ever been offered in the Northwest in a 25 pwt. case, open or hunting, for \$40.00; in solid 14k gold heavy cases for \$65.00. Description of movement: Nickel, 18 fine ruby jewels in raised gold settings, center jeweled, cap jeweled escape wheel, Breguet hair spring, adjusted to temperature, isochronism (6 positions), micrometer regulator, double-sunk dial, non-magnetic.

We will give you a description and price of a few articles, that you may wish to send for, for Christmas. \$30.00, cost \$35.00—Aluminum opera glass with handle, imported, beautifully chased, in silk bag.

\$18.00, cost \$35.00—Beautiful opera glasses, hand painted, double draw, handle decorated, are magnificent, in silk plush case.

\$8.00, cost \$15.00—Imported French opera glass, gold and smoked pearl, in elegant condition, in morocco case.

A large size cost \$18.00, we sell for \$9.00.

For \$8.00 we will send you one of the latest Parisian belts, gray, oxidized steel, elastic chain with ornaments of steel and gray silver. We have same kind of belt in gold with ornaments. We have a jeweled belt with gold filled buckle, with real jewel ornaments surrounding the belt, that we sell for \$4.00 and \$5.00; they are the latest and most beautiful thing out.

For \$7.00 will send you a pair of garters, gold filled buckle with gold enameled edges with plain old gold center for monogram. We will put letters on before shipping. Price \$4.00.

For \$30.00 we will send you a solid 14k new style chain bracelet, Roman gold, set with diamond and gold lock; this is the latest thing in bracelets. Gold filled chain bracelets with lock and key, elegantly finished, can not be told from solid 14k gold. Price \$3.00.

Jeweled pocket book, the finest made in the world; monkey skin, seal skin, Russian leather and with real gold filled ornaments and some with jewels. Price from \$3.50 to \$5.00.

We carry a full line of beautiful chateaines, some with just the purse alone, some with three pieces, others very elaborate with seven or eight pieces, mirror, bon bon box, tablet, pencil, purse, etc. Prices from \$5.00 to \$25.00.

\$25.00, worth \$50—Diamond ear-rings, No. 653, pure white diamonds, weigh about ¾ carats.

\$6.00, cost \$15—Beautiful pearl stud, pearl weighs ¾ carat, first class, mounted in 14k gold.

\$18.00, cost \$40.00—Diamond lace pin; weighs ½ carat, set up in 14k very handsome mounting with double pin.

\$14.00, cost \$35.00—No. 402—Diamond and pearl brooch, outer edges studded with pearls, artistically enameled, with diamond in center.

\$10.00, cost \$65.00—Real rubies and diamond ear-knobs, genuine ruby surrounded by diamonds, small, brilliant and fine.

\$17.00, cost \$365.00—Gentleman's diamond ring, diamond weighs about 2 carats, perfectly blue-white gem, very brilliant, mounted in heavy flat Belcher 14k mounting.

\$100.00, cost \$150.00—Beautiful pearl and diamond brooch, 7 blue-white diamonds in center, artistically surrounded with beautiful pearls; this is an extra handsome brooch.

\$16.00, cost \$30.00—Gold crescent, studded with pearls and diamonds.

\$125.00, cost \$200.00—A spangled star, the entire front studded with beautiful, brilliant diamonds; this piece contains the finest diamond, a fashionable and striking piece.

\$17.00, four-leaf clover as natural as life with gold stem and diamond in center; this makes a very handsome brooch.

\$35.00, worth at retail \$40.00—Diamond horse-shoe scarf pin, artistically made, small size, diamonds are white and very brilliant.

\$30.00, cost \$65.00—Diamond ear-knobs with real ruby center, small in circumference, but very fine goods.

\$100.00, cost \$175.00—A pair of diamond ear-rings; the diamonds are perfect, weighing 1 k. each, blue-white and perfectly matched and extra brilliant.

\$15.00, cost \$25.00—Real gem tortoise shell back comb, 2 teeth, width of top 2 inches, decorated with frosted, artistic design of solid 18k old gold color.

For \$10.00 will send you a back comb; it originally sold for \$22.00. Real tortoise shell, 18k gold top, beautifully chased; the design is exquisite, not large and elaborate, but compact and very fine.

Plain 18k gold rings at a discount of 25 per cent.

For \$1.50 we will send you a gold filled hair pin, beautiful and late design, blue and white enameled, filigreed with gold. This is a beauty.

We have others studded with jewels; the top is mounted on a coil spring, so it is constantly on the quiver; the effect is very rich. Price from \$2.00 to \$2.50.

\$5.00—Filled gold purse, good-size, enameled clasp; the purse is made of steel wire 14k gold, the chain is heavy-plated gold with ring; we have these same purses in oxidized silver and black steel gun-barrel finish, with gold enameled on the cover of purse; also in silver-gray finish. Price \$5.00.

\$100.00, cost \$200.00—Lady's watch, small size, satin finish, studded with a \$100.00 diamond ring put in the case; the design in the case is a bird flying with ruby eyes; the movement is the finest Elgin movement made. There is a Floradeise with the watch. Price \$35.00; old gold, artistically designed, small size, contains three blue-white brilliant diamonds.

\$125.00, cost \$400.00—Gentleman's sealskin coat in elegant condition; in fact, it doesn't look as though it was ever worn; finest quality of London dyed seal, will fit a man weighing about 175 pounds, and by moving the buttons, could be made to fit a 150 man. At Lytle's, 415 Robert Street.

\$10.00, worth \$50.00—Harper's weekly complete from '62 to '66 bound in two volumes, complete history of the war with beautiful illustrations, biographical sketches and portraits of all the leading generals.

\$8.00, cost \$27.00—"Wilkie Collins'" Complete Works, bound and illustrated; in good condition.

\$177.00, would cost you to buy at retail at least \$300.00—Gentleman's diamond ring in a flat, artistically-shaped, finely burnished mounting; the diamond is a blue-white crystal, perfect in shape, cut, warranted without a flaw, brilliant. We will send this ring C. O. D. with privilege of examination. We will loan any time in five years \$150.00 on ring.

No. 1830—\$8.00—Rope pattern lady's guard chain, solid gold slide, studded with small pearl and ruby, Roman gold color, 14k filled, warranted to wear twenty years. No. 815—\$18.00—brooch, representing an autumn leaf, beautiful and perfect representation, mounted up in 14-carat gold and 22-carat in the enamel size, ½ inch wide by ¾ in. in length with a brilliant gem of a diamond in the center as natural as nature itself. Another scarf pin very similar, in a pansy blossom with a bright, little diamond, \$6.00. We carry a selected and first-class stock of gentlemen's vest chains, in gold and filled; some of the latest, most fashionable patterns in filled chains, double and single. Prices \$4.00, \$5.00, \$6.00 and \$7.00 each. Gentlemen's gold vest chains, latest designs and patterns, 14k gold, from \$18.00 to \$30.00, according to weight. Solid gold charms \$2.50 to \$5.00; set with diamonds, from \$7.00 to \$30.00. Ladies' fashionable size gold watches, manufactured within the last thirty days, up-to-date style, 14k gold, hunting and open face, from \$18.00 to \$30.00. These watches are all Elgin movements 30 per cent below regular retail prices. Set with diamonds, from \$25.00 to \$100.00—Open face chateaine watches in silver, nickel, gold filled, and black oxidized; fine American movement \$7.50, silver \$8.00, 25-year gold filled \$8.00, 25-year filled, extra fancy dial, beautifully enameled back; this is a beauty. Price \$18.00. No. 17—Chateaine, small size, fancy dial, 14k gold, nickel ruby jeweled, \$15.00. No. 733—Diamond ear-knobs with ruby center, 8 brilliant diamonds in each, center with real ruby, worth at least \$60.00, for \$30.00. For \$100.00 we will send you a pair of diamond ear-knobs, diamond weighs 1 carat each, fashionably mounted, perfect blue-white brilliant stones, warranted perfectly matched in cut, color, brilliancy, etc. Diamond ear-rings from \$20.00 to \$400.00, worth in all cases 30 per cent more. No. 615. Price \$10.00, beautiful lady's ring, real emerald, weighs nearly ½ carat, diamond on each side, mounted in a handsome 14k gold mounting. A duplicate of the same, except the center stone is real ruby. No. 628—is a solid 14k gold ring, mounted with a little diamond; this would be suitable for a girl from 9 to 12 years of age. No. 588—\$15.00—Three turquoise circle the finger with two diamonds between each turquoise; 14k mounting, ring is worth \$30.00. No. 497—Tiffany diamond ring, light, pretty mounting, diamond is white and brilliant, weighs ¾ carat. Price 16.00. No. 414—\$30.00, worth \$50.00—Beautiful opal ring, 5 opals, genuine Australian, 2 brilliant diamonds between each opal; that would be 8 diamonds, mounted gracefully. No. 193—Price \$65.00, worth \$100.00—Mounted in light Tiffany mounting, diamond weighs a carat; a gem in every way. No. 515—\$140.00, worth \$250.00—Beautiful lady's diamond ring, 5 diamonds encircling the finger, center stone weighs ¾ carat and the two on each side a trifle smaller, fine quality, blue-white perfect diamonds. No. 1850—\$15.00, worth \$30.00—Diamond ring, diamond weighs ½ carat, brilliant, nice stone, mounted up fashionably. Money advanced on diamonds and precious stones.

Any of the above goods will be sent to outside parties C. O. D., with privilege of examination, by paying express charges both ways.

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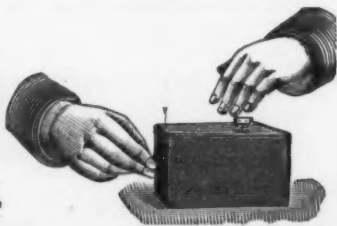
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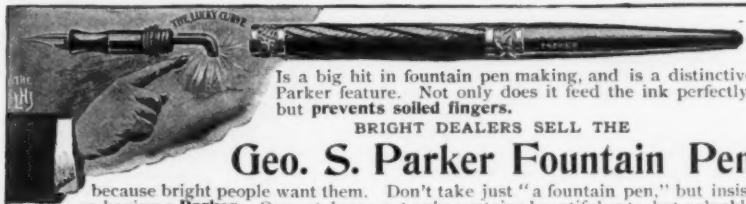
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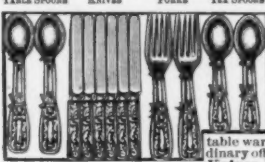
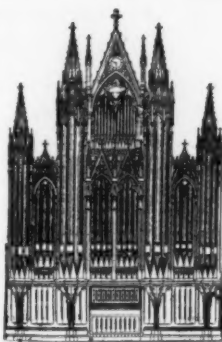
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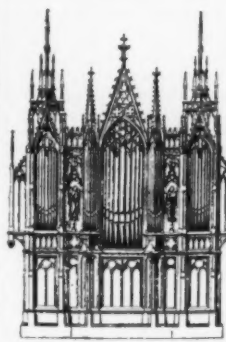
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THE NORTHWEST MAGAZINE is one of the brightest and most instructive magazines published, and, devoted as it is, and as its name implies, to the Northwest, it should be in every home.—Fessenden (N. D.) News.

Enclosed please find check for two years' subscription to THE NORTHWEST MAGAZINE. Up to the present time I have not received the August number, and, as I have the magazine on file for the past seven years, I do not like to misseven one number.—John G. Roland, Chicago, Ill.

Corduroy a Favorite.

It seems that corduroy is again coming into favor through the dictates of fashion. This much, however, must be understood: People like corduroy well enough to wear, but not to travel over. They like smooth roads, the jolting of which is reduced to a minimum. The luxurious, modern equipment and the fine road-bed of the Saint Paul & Duluth Railroad, popularly known as the Duluth Short Line, are such as to insure the passenger a comfortable and pleasant ride, enjoyable from first to last. These and other features have made this road popular with the masses traveling to and between St. Paul, Minneapolis, Duluth, West Superior and other points. Ticket agents will always gladly provide the necessary information, or it may be obtained by writing direct to C. E. Stone, General Passenger Agent, St. Paul, Minn.

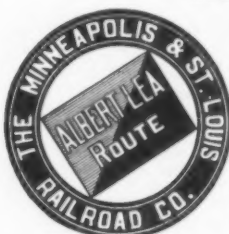
"Klondyke Bulletin."

Will be published by the Soo Line every Monday, containing all telegraphic news and up-to-date information as to best routes services, steamship sailings, and every facility as same develop. Invaluable to Alaskan prospectors and all their friends. To be placed on mailing list, send six cents (6c.) in stamps to W. R. Callaway, G. P. A., Minneapolis, Minn.

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THE PASSING OF A VANQUISHED RACE.

The death not long ago upon the Puyallup Reservation, in Washington, of the daughter and last descendant of the Nisqually chief, Leschi, whom many of the earlier settlers of Puget Sound have cause to remember, will recall incidents of an era that will soon pass from the memory of the living, states the Portland *Oregonian*. Times have changed, and the status of the Indian has changed since the name of old Leschi struck terror to the hearts of the settlers on the Washington shore and his painted warriors scoured the country in bands, ready to burn the homes of the pioneers, scalp the inmates, set fire to their grain-fields and run off their stock. The funeral of the aged squaw was attended by the remnant of her tribe and race gathered upon the reservation. Services were conducted by an ex-chief in their native tongue, so that, whatever of pathos or reflection upon the glory and prowess of her ancestors was contained in the oration, it was lost except to the ears that understood it. While there is a tragedy in the passing of a fading and vanquished race, its ordering was in accordance with the principle of the survival of the fittest, which permeates all nature, the operations of which savage resistance delayed for a time, but could not overcome. Nobody, perhaps, at this distance, blames old Leschi for his savage resistance to the encroachment of the whites upon his ancestral domain, yet the fact of his vanquishment is accepted as a necessity, and the passing of his race is in simple accord with a degree of nature.

A PROBLEM IN ORTHOGRAPHY.

Whether it shall be written "Klondyke," "Klondike" or "Clondike" is quite optional with those that have occasion to write it, but, inasmuch as that region is in British territory, it would seem as if the British way of spelling it ought to be accepted as the right way. In commenting on this subject the *Winnipeg (Man.) Nor'-Wester* says:

Those individuals and newspapers who have delighted to show their superiority over ordinary mortals by insisting on referring to Klondyke as "Thron-diuck," explaining that such is the Indian appellation and means "plenty of fish," will regret to learn that they are probably as much astray as the common herd for whom plain Klondyke is good enough. Mr. K. N. L. McDonald, who knows the Yukon and Mackenzie River Country like a book, assures the *Nor'-Wester* that Mr. Ogilvie has made a slight mistake as to the Indian name of the stream. Its real name, Mr. McDonald says, is Tron-jik, which means "the main part of Drywood River." "Tron" is the Indian for dry wood, and "jik" is a term applied to the main part of a river in contradistinction to its source or its mouth. Whether, however, the precisians decide upon Thron-diuck or Tron-jik, the corruption, Klondyke, has established itself too securely in the language to be displaced. Thus it is that the Queen's English is and ever has been made.



A PLEASED WOMAN.

I advise you all to have your teeth fixed where you can get a Set for \$8.00; Gold Crowns for \$6.00; Gold Fillings for \$1.00; Gold Alloy Fillings for 75c, and where there is no charge for "Anti-Pain" for painless extractions.

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I was a great sufferer for about four years. I was taken sick with vomiting and cramps and dizziness, so I could not sit up a minute, so they had to carry me in where I fell. Then I employed one of our city doctors; he said I was all broken down, and that I would never be able to work again; then I kept getting worse, and I employed another, and he said about the same. After awhile I got a little better, then I was taken with cramps and pains in my elbows, hands, knees and feet. The torture of the pains was so great that I had to walk the floor night and day. I employed another doctor, and when he would say he could do no more for me, I would employ another and another, till I had employed fourteen different doctors, and had used every kind of patent medicine I could hear of. My teeth are all gone from the effect of the strong medicine. Some of the doctors said it was my kidneys, some said it was my liver and kidneys, and some called it Rheumatic Gout. My friends would say that I could not live a week. Two years ago my sister-in-law came from Nebraska to see me, and she said when she went away that she would never see me alive again. Thank God she is here again to see me, and she had just one look at me, then she said: "What did you ever get to do you so much good?" for she says: "I expected two years ago every letter I got to hear you were dead." All I can say is, it was wonderful—"5 DROPS" did it all. When I was taken sick I weighed about 150 pounds—I ran down to 75 pounds, and I could not feed myself and had to be turned in bed. I now have taken your "5 DROPS" about three months, and can clean my own horse and harness it and drive it. People all look at me and say: "It is wonderful," for they thought my box was made for me. My cure is a great testimonial for your "5 DROPS." Now, if you want any more I can give it, and I can get testimonials from prominent men here that know just how I was.

As a positive cure for Rheumatism, Sciatica, Neuralgia, Dyspepsia, Backache, Asthma, Hay Fever, Catarrh, Sleeplessness, Nervousness, Nervous and Neuragic Headaches, Heart Weakness, Toothache, Earache, Group Swelling, La Grippe, Malaria, Creeping Numbness, etc., etc., "5 DROPS" HAS NEVER BEEN EQUALLED.

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Hon. A. L. BOLTON, Secretary of the Grand Lodge of I. O. O. F. for the State of Minnesota, writes as follows:

"Office of A. L. Bolton, 38 Germania Bank, St. Paul, Minn."

"GENTLEMEN: Having suffered with that prevailing malady, catarrh, for many years, I was induced to try a bottle of your Pasteur Remedy, and I can confidently say that it is the best medicine for catarrh that I have ever tried. It takes right hold, and brings out the enemy from his stronghold in the human system. I suffered quite frequently with catarrhal headache, but have not had a headache since I began using your remedy. I also had a buzzing in the ears, that has disappeared; a feverish feeling in the head, and that troubles me no more; also a tickling sensation in the ears, and that is also relieved. Although not cured, I feel such great relief that I have confidence that your medicine will cure me as near as I can be cured. I had lost all sense of smell, but that has already been partially restored. I believe you have the true theory of getting at this insidious disease, or your remedy would ever have proved so beneficial to me. Unlike other remedies, also, it is pleasant to take, and this makes it agreeable to both young and old.

"You can use this as you see fit. I am making a simple statement of beneficial effects of the medicine which you are now placing on the market, and would unhesitatingly recommend it to one and all.

"Yours very truly,

"A. L. BOLTON."

"St. Paul, Minn., 343 Iglehart St., Sept. 15, 1897.

"Gentlemen: I have used your Pasteur Catarrh Remedy in my home. Have cured three of my children of catarrh and bronchitis, and broken many a bad cold. As you know, I sold many hundred bottles to my customers, and have heard nothing but praises concerning it. The public should know more of it; so, if you desire to use this, you are welcome.

"J. B. LA BELLE,
"of La Belle & Co., Grocers."

If afflicted with
SORE EYES Dr. ISAAC THOMPSON'S EYE WATER

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A large percentage of the men of today are sadly in need of the right kind of medical treatment for weakness peculiar to men. Many cases are due to early vices, others to excesses, while many of the cases are due to overwork, worry and general nervous debility. It matters not, however, what the cause may have been, the fact still remains that they all require proper medical attention **IMMEDIATELY**.

Write us at once, giving a description of your case, and we will prepare you a course of treatment specially adapted to your condition, and send it to you **ABSOLUTELY FREE**, in plain sealed package. We can give full strength, development and tone to every portion and organ of the body, stop all drains and losses, and restore you to **PERFECT MANHOOD**. Failure is impossible with our method. We have thousands of testimonials from all over the world.

READ WHAT THESE PATIENTS SAY:

Physicians' Institute, Chicago:

BLANCHARD, WASH., March 28, 1896.

DEAR SIR,—I have nearly finished my course of treatment, and find myself a different man. I cannot find words enough to praise and express the deep gratitude I feel towards you. Your treatment is simply wonderful. I am perfectly cured, and thank you a hundred times and will help you all I possibly can. May God bless you and your work.

Yours truly, C. E. P.

Physicians' Institute, Chicago:

LOTES, LA., June 19, 1896.

MY DEAR FRIENDS,—Please accept my thanks for the kindness you have done me. Losses have entirely stopped and vigor has returned. I am all O. K. I am better than I have been for 15 years. I do not feel like the same man. All my friends when they meet me, say, "What have you been doing? Never saw a man come out like you."

Ever your friend, M. P. O.

Physicians' Institute:

HAVANA, N. D., Jan. 29, 1895.

GENTLEMEN,—I wish to express my heartfelt thanks for the result of my treatment. During the last two weeks that I took your treatment the improvement was remarkable. I have had no emissions or other symptoms since taking your medicine. My friends are all surprised at the improvement in my general appearance. Hoping that you may ever prosper, I remain, Yours sincerely,



Home of Physicians' Institute.

Hundreds of similar letters are now on file in our business office, and all are bona fide expressions of permanently cured men. Do not delay writing to us, and remember that we are not only a responsible institution in every way, but ours is the largest medical institute in America that makes a specialty of **SEXUAL AND NERVOUS DISEASES**. Inclose 6 cents for postage on medicine, which is always plainly sealed.

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C. F. BUNNEL, Propr.

A Farmer's Prayer.

The Winnipeg Colonist says that a Manitoba farmer recently embellished his prayer with the following tail-piece:

"And we return thanks for the high price of wheat, for I have paid off half that mortgage; and while we deplore the grievous condition of the poor of Europe who have raised nothing and thus made our wheat high, it is our sincere wish that they shall not suffer. If the product of my farm makes me a capitalist, let it come easy, so that it won't hurt my neighbor's feelings. Give us another crop, we pray, next year; keep the price up, and the whole mortgage will go. Amen!"

Consumption Cured.

An old physician, retired from practice, had placed in his hands by an East India missionary the formula of a simple vegetable remedy for the speedy and permanent cure of consumption, bronchitis, catarrh asthma and all throat and lung affections, also a positive and radical cure for nervous debility and all nervous complaints. Having tested its wonderful curative powers in thousands of cases, and desiring to relieve human suffering, I will send free of charge to all who wish it, this recipe in German, French or English, with full directions for preparing and using. Sent by mail, by addressing, with stamp, naming this magazine, W.A. Noyes, 830 Powers' Bldg, Rochester, N. Y.

The Long and Short of It.

"You are a nice little boy," said the kindly old gentleman at the hotel.

"Thank you," said Tommie.

"Have you any little brothers?"

"Yes," said Tommie. "I've got brothers to burn; but I'm rather short on papas. We've only got one."—*Harper's Bazar.*

Mothers.

For over fifty years Mrs. Winslow's Soothing Syrup has been used by mothers for their children while teething. Are you disturbed at night and broken of your rest by a sick child suffering and crying with pain of cutting teeth? If so, send at once and get a bottle of "Mrs. Winslow's Soothing Syrup" for children teething. Its value is incalculable. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures diarrhoea, regulates the stomach and bowels, cures wind colic, softens the gums, reduces inflammation, and gives tone and energy to the whole system. "Mrs. Winslow's Soothing Syrup" for children teething is pleasant to the taste and is the prescription of one of the oldest and best family physicians and nurses in the United States, and is for sale by all druggists throughout the world. Price, twenty-five cents a bottle. Be sure and ask for "Mrs. Winslow's Soothing Syrup."

To California Without Change, via "The Milwaukee"

On every Saturday an elegant Pullman Tourist Sleeper will leave Minneapolis 8:25 A. M., St. Paul 8:35 A. M., and arrive at Los Angeles, California, at 8:30 A. M. the following Wednesday.

Via "The Milwaukee's" famous "Hedrick Route" to Kansas City, thence via the A., T. & S. F. Ry. through Southern California.

A most delightful winter route to the Coast.

This car is "personally conducted"—in immediate charge of an official and an attendant through to destination.

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Leave St. Paul and Minneapolis every Saturday morning, arriving at Los Angeles every Wednesday morning.

For berths, complete information, and lowest rates, apply to "The Milwaukee" agents, St. Paul or Minneapolis, or address J. T. Conley, Asst. Gen'l. Pass. Agt., St. Paul, Minn.

Fancy Plaids.

Both fancy and clan plaids are in favor again, and bid fair to increase in popularity; but if you want to see the right kind of plaid, of benefit to the country and a joy to the lover of prosperity, you should see a map of the district traversed by the Saint Paul & Duluth Railroad, showing the plaid figures made by paying farmers. This line is the popular route with all classes of travel to and between St. Paul, Minneapolis, Duluth, West Superior and other important points in the Northwest, because it always gives its patrons the benefit of the best and latest facilities conducive to speed and comfort. In consequence, you should always take the Duluth Short Line when you travel that way. Ticket agents will provide maps, circulars and general information, or they may be obtained by writing direct to C. E. Stone, General Passenger Agent, St. Paul, Minn.

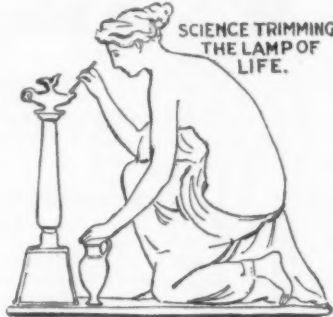
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Not a dollar need be paid till results are known to and acknowledged by the patient.

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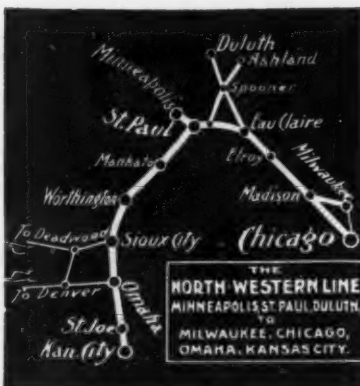
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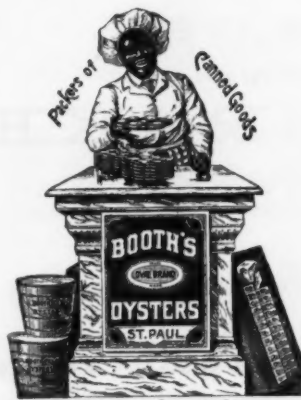
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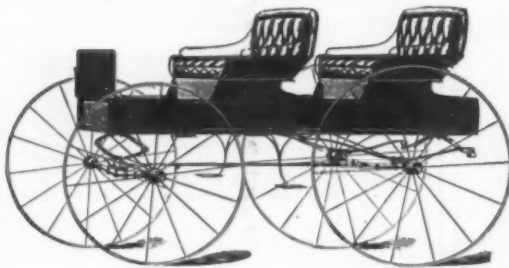
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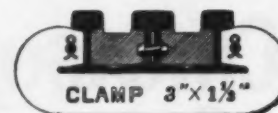
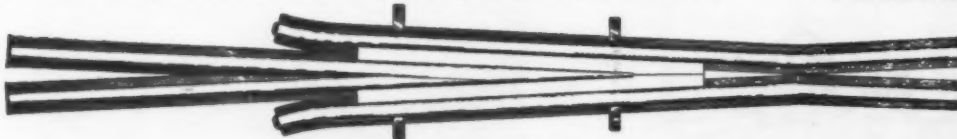
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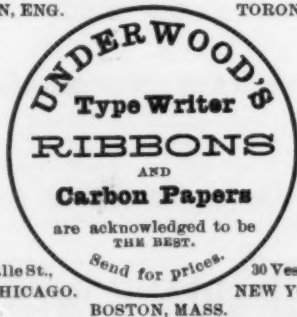
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Every man can stop smoking when he wants to, but very few can want to when they want to.

Visitor—"And who are you, my little man?"
Culbert (with conscious pride)—"I'm the baby's brother."

Ethel—"Pa, is it love that makes the world go round?"
Pa (lured to a bachelors' supper overnight, sadly)—"No, dear; not always."

A London paper asks, "How long are women beautiful?"

"Why, from head to foot, of course."

Dolly, discovering a crock-mark on her hand, exclaimed: "When I touched the stove-lid I knew it was black, but I didn't know it was contagious."

"Where was Magna Charta signed?" asked the teacher."

"Please, sir, at the bottom," was the answer.

She—"That tenor of ours has a marvelous voice. He can hold one of his notes for half a minute."

He—"Faugh! I have held one of his notes two years."

Marie—"Do you see that scoundrel staring at me?"
Estelle—"He isn't. He's staring at me."
Marie (savagely)—"He's more of a scoundrel than I thought."

Tommy—"Papa, why do you call language the 'mother tongue'?"

Papa—"Because the father so seldom gets a chance to use it."

Fair Visitor—"I suppose, Mr. Palette, that true art is very difficult to understand?"

Mr. Palette—"About as difficult to understand, madam, as it is to sell."

Man—"The prettiest girls always marry the biggest fools."

Maid—"Mr. Snoopenbauser, I esteem you highly, but it is useless to try to carry me off my feet with glittering generalities."

The Placid Dealer—"That confounded cheap wheel you sold me broke down before I got half-way home."

"Well, I told you it was a bargain you would not want to go back on."

Mrs. Witt—"The tide very much reminds me of my husband."

Her Friend—"How so?"

Mrs. Witt—"Well, it goes out at night and doesn't come home till morning."

Tramping Willie—"Appearances is deceitful. Yer might think I'm a strong man, an' yer might think I drink; but it aint so."

Mrs. Grimm—"And you might think I'm going to give you something; but that ain't so, either."



AND PAPA SMILED.

"Why, children! how nicely you are behaving. What are you playing?"

"We are playing husband and wife, grandma."

"And what are you doing with the dog between you?"

"Oh, that is our mother-in-law."—From *Fleegende Blätter*.

Mick (writing)—"Dear Bridget: If I ain't back before I comes I shall arrive as soon as I get there; so mind and don't miss me when we meet."

"Are you in pain, my little man," asked the kind old gentleman.

"No," answered the boy. "The pain's in me."

Hunter—"Have you ever stalked wild animals?"
Rounder—"No; but often in the night I've tried to get in the house without my wife hearing me."

Jones—"Brace up, old man! I'll have to be off, or my wife won't speak to me when I get home."

Smyle—"Lucky dog! Mine-hic!—I'll talk to me all night."

Mrs. Potterby—"If you don't get out of here, I will call the dog."

Dismal Dawson—"I don't eat dog. I ain't no Klon-dyker."

Trembling Suitor—"Sir, I cannot live without your daughter."

Crusty Father—"Nonsense! There are plenty of free-lunch joints left, if you want to hunt them up."

"I cannot understand ze language," said the despairing Frenchman. "I learn how to pronounce se word 'hydrophobia,' and zen I learn zat the doctors sometime pronounce it fatal!"

Good Friend—"I'm sorry to see you in this condition, Parker. I'm afraid you'll miss the lecture tonight."

Parker—"Oh, no, I shan't; I'm going shtraight home. I'll hear the lecture all ri'."

Mrs. Hoolihan—"Oi say, Mrs. Johnson! Have you seen Annie's new baby? It's a peach."

Aunt J.—"No; but I reckon they're mighty thankful 'tain't a pair."—*Harper's Bazar*.

"I have half a mind to get married," said the Lonely Man.

"It takes just about that amount of mind to think of such a thing," said the Crusty Bachelor.

Tommy—"Teacher was tellin' us today about having moral character when he was young. Did you have moral character when you was young, grandpa?"

Grandpa—"I think so."

Tommy—"Didn't leave no marks, did it, grandpa?"

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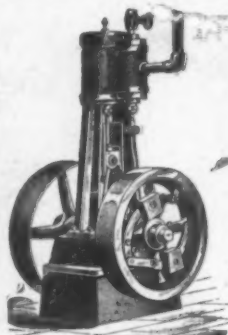
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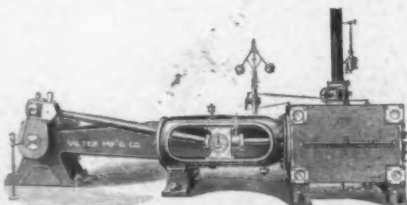
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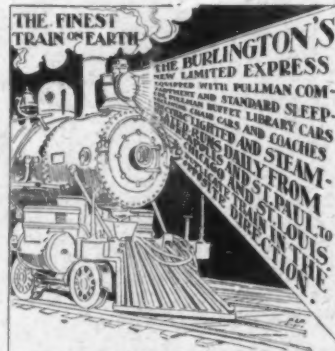
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